BOSTON REGION MPO METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FFYs 2025–29

TRANSPORTATION IMPROVEMENT PROGRAM FEDERAL FISCAL YEARS 2025–29

Boston Region MPO

Prepared by
The Central Transportation Planning Staff:
Staff to the Boston Region Metropolitan Planning Organization

Directed by the Boston Region Metropolitan Planning Organization,
which is composed of the

Massachusetts Department of Transportation
Metropolitan Area Planning Council
Massachusetts Bay Transportation Authority

City of Boston
City of Beverly
City of Everett
City of Framingham
City of Newton
City of Somerville
Town of Arlington

MBTA Advisory Board
Massachusetts Port Authority
Regional Transportation Advisory Council

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Town of Wrentham
Federal Highway Administration (nonvoting)
Federal Transit Administration (nonvoting)

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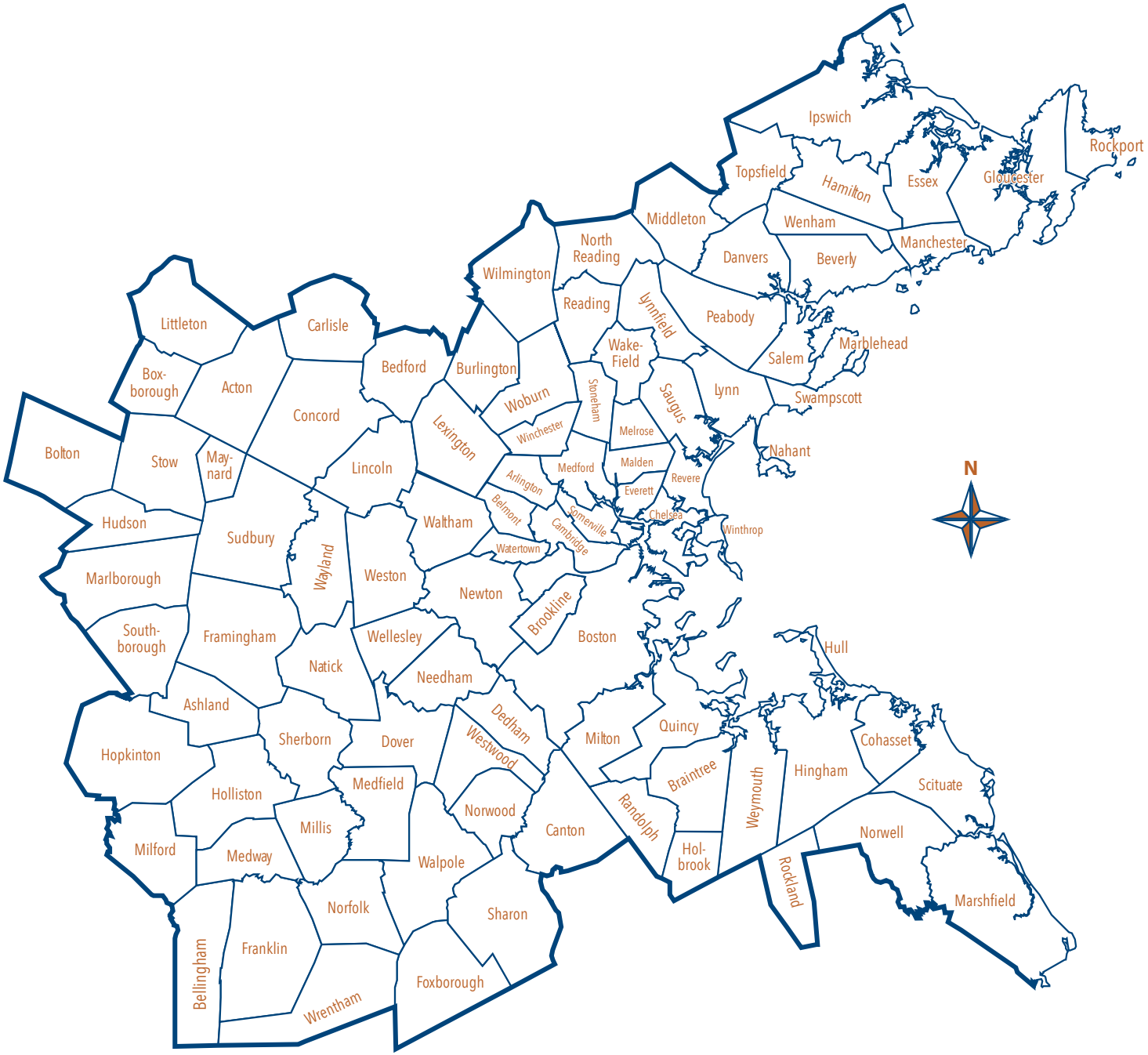

BOSTON REGION METROPOLITAN PLANNING ORGANIZATION MUNICIPALITIES

NOTICE OF NONDISCRIMINATION RIGHTS AND PROTECTIONS

CIVIL RIGHTS NOTICE TO THE PUBLIC
Welcome. Bem Vinda. Bienvenido. Akeyi. 欢迎. 歡迎

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Certification of the Boston Region MPO Transportation Planning Process

The Boston Region Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

April 18, 2024

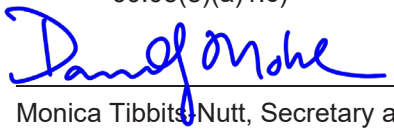
for

Monica Tibbits-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation
Chair, Boston Region MPO

Global Warming Solutions Act Requirements for Transportation

This form will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Boston Region Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan is in compliance with all applicable requirements in the Massachusetts State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation (GWSA). The regulation requires the MPO to conduct the following activities:

1. Evaluate and report the aggregate transportation greenhouse gas (GHG) emissions impacts of Regional Transportation Plans (RTPs) and Transportation Improvement Plans (TIPs). (310 CMR 60.05(5)(a)1)
2. In consultation with the Massachusetts Department of Transportation (MassDOT), develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts. (310 CMR 60.05(5)(a)2)
3. Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts. (310 CMR 60.05(5)(a)3)
4. Determine in consultation with the Regional Planning Agency (RPA) that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency. (310 CMR 60.05(5)(a)4)
5. Develop RTPs and TIPs. (310 CMR 60.05(8)(a)2.a)
6. Ensure that RPAs are using appropriate planning assumptions. (310 CMR 60.05(8)(a)2.b)
7. Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs. (310 CMR 60.05(8)(a)2.c)
8. Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs. (310 CMR 60.05(8)(a)2.d)
9. Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans. (310 CMR 60.05(8)(a)2.e)
10. Prior to making final endorsements on the RTPs, TIPs, State TIPs (STIPs), and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs. (310 CMR 60.05(8)(c))
11. After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department of Environmental Protection for review of the GHG assessment. (310 CMR 60.05(8)(a)1.c)



for

Monica Tibbits-Nutt, Secretary and CEO
Massachusetts Department of Transportation
Chair, Boston Region Metropolitan Planning Organization

April 18, 2024

ABBREVIATIONS

Abbreviation	Term
3C	continuous, comprehensive, cooperative [metropolitan transportation planning process]
AAB	Massachusetts Architectural Access Board
AADT	average annual daily traffic
ABP	Accelerated Bridge Program [MassDOT program]
AC	advance construction
AC	Access and Connectivity
ACS	American Community Survey [US Census Bureau data]
ADA	Americans with Disabilities Act of 1990
AFC	automated fare collection
ALI	Activity Line Item
ARPA	American Rescue Plan Act
BIL	Bipartisan Infrastructure Law
BFP	Bridge Formula Program [federal funding program]
BR	Bridge [highway investment program]
BROFF	Off-system bridge
BRT	bus rapid transit
CA/T	Central Artery/Tunnel [project also known as "the Big Dig"]
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CARBON	Carbon Reduction Program [federal funding program]

Abbreviation	Term
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CA/HC	Clean Air/Healthy Communities
CATA	Cape Ann Transportation Authority
CECP	Massachusetts Clean Energy and Climate Plan
CFR	Code of Federal Regulations
CIP	Capital Investment Plan [MassDOT]
CMAQ	Congestion Mitigation and Air Quality [federal funding program]
CMR	Code of Massachusetts Regulations
CMP	Congestion Management Process
CNG	compressed natural gas
CO	carbon monoxide
CO_2	carbon dioxide
CPT–HST	Coordinated Public Transit–Human Services Transportation Plan
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CTPS	Central Transportation Planning Staff
CY	calendar year
DCR	Department of Conservation and Recreation
DEP	Department of Environmental Protection [Massachusetts]
DI/DB	disparate impact and disproportionate burden
DOD	United States Department of Defense
DOF	Discretionary Other Federal
DOT	department of transportation
DRTACAP	Discretionary regional transit authority capital funds

Abbreviation	Term
EB	eastbound
EDTTT	excessive delay threshold travel time
EJ	environmental justice
EO	executive order
EOEEA	Massachusetts Executive Office of Energy and Environmental Affairs
EOHED	Massachusetts Executive Office of Housing and Economic Development
EPA	United States Environmental Protection Agency
EPDO	equivalent property damage only [a traffic-related index]
EV	electric vehicle
FARS	Fatality Analysis and Reporting System [FHWA]
FAST Act	Fixing America's Surface Transportation Act
FEMA	Federal Emergency Management Agency
FFY	federal fiscal year
FHWA	Federal Highway Administration
FMCB	MBTA Fiscal and Management Control Board
FMLA	Federal Land Management Agency
FR	Federal Register
FTA	Federal Transit Administration
GANS	grant anticipation notes [municipal bond financing]
GHG	greenhouse gas
GWSA	Global Warming Solutions Act of 2008 [Massachusetts]
HIP	Highway Infrastructure Program [federal funding program]

Abbreviation	Term
HOV	high-occupancy vehicle
HSIP	Highway Safety Improvement Program [federal funding program]
I	Interstate
ICC	Inner Core Committee [MAPC municipal subregion]
IRI	International Roughness Index
ITS	intelligent transportation systems
kg	kilograms
LEP	limited English proficiency
LF	local funds
LOTTR	level of travel time ratio
LRTP	Long-Range Transportation Plan [MPO certification document]
MAGIC	Minuteman Advisory Group on Interlocal Coordination [MAPC municipal subregion]
MAP-21	Moving Ahead for Progress in the 21st Century Act
MAPC	Metropolitan Area Planning Council
MARPA	Massachusetts Association of Regional Planning Agencies
MART	Montachusett Regional Transit Authority
MassDOT	Massachusetts Department of Transportation
Massport	Massachusetts Port Authority
MBTA	Massachusetts Bay Transportation Authority
MCRT	Mass Central Rail Trail
MOVES	Motor Vehicle Emissions Simulator [EPA air quality model]
MPO	metropolitan planning organization

Abbreviation	Term
MOU	memorandum of understanding
MR	Mobility and Reliability
MWRC	MetroWest Regional Collaborative [MAPC municipal subregion]
MWRTA	MetroWest Regional Transit Authority
NAAQS	National Ambient Air Quality Standards
NB	northbound
NBI	National Bridge Inventory
NEVI	National Electric Vehicle Infrastructure Program [federal funding program]
NFA	Non-federal aid
NGBP	Next Generation Bridge Program [MassDOT program]
NH DOT	New Hampshire Department of Transportation
NHFP	National Highway Freight Program [federal funding program]
NHPP	National Highway Performance Program [federal funding program]
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMCOG	Northern Middlesex Council of Governments
NOx	nitrogen oxides
NPMRDS	National Performance Measure Research Data Set [FHWA]
NSPC	North Suburban Planning Council [MAPC municipal subregion]
NSTF	North Shore Task Force [MAPC municipal subregion]
NTD	National Transit Database

Abbreviation	Term
OF	other federal funding
O&M	operations and management
PBPP	performance-based planning and programming
PEN	penalty funding
PHED	peak hours of excessive delay
PL	metropolitan planning funds [FHWA] or public law funds
PM	particulate matter
PNF	project need form [MassDOT]
ppm	parts per million
PRC	Project Review Committee [MassDOT]
PROTECT/ PRCT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program [federal funding program]
PSAC	Project Selection Advisory Council [MassDOT]
PSI	Pavement Serviceability Index
PTASP	Public Transportation Agency Safety Plan
RES	Resilience
RITIS	Regional Integrated Transportation Information System
RRIF	Railroad Rehabilitation and Improvement Financing
RTA	regional transit authority/agency
RTAC	Regional Transportation Advisory Council [of the Boston Region MPO]
RTACAP	Regional transit authority capital funds
SB	southbound
SCA	state contracted assistance

Abbreviation	Term
SFY	state fiscal year
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SMS	safety management systems
SOV	single-occupant vehicle
SPR	Statewide Planning and Research
SRTS	Safe Routes to School [federal program]
SSC	South Shore Coalition [MAPC municipal subregion]
STBG	Surface Transportation Block Grant Program [federal funding program]
STIP	State Transportation Improvement Program
SWAP	South West Advisory Planning Committee [MAPC municipal subregion]
TAM	Transit Asset Management Plan
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program [federal funding program]
TAZ	transportation analysis zone
TBD	to be determined
TCM	transportation control measure
TDC	Transportation Development Credits
TDM	travel demand model
TE	transportation equity
TERM	Transit Economic Requirements Model [FTA]
TFPC	Total Federal Participating Cost

Abbreviation	Term
TIFIA	Transportation Infrastructure and Innovation Act
TIP	Transportation Improvement Program [MPO certification document]
TMA	transportation management association
TRIC	Three Rivers Interlocal Council [MAPC municipal subregion]
TSP	transit signal priority
TTTR	Truck Travel Time Reliability Index
ULB	useful life benchmark
UPWP	Unified Planning Work Program [MPO certification document]
USC	United States Code
USDOT	United States Department of Transportation
UZA	urbanized area
WB	westbound
VPI	virtual public involvement
VMT	vehicle-miles traveled
VOCs	volatile organic compounds
VRM	vehicle revenue-miles
VUS	Vulnerable User Safety [federal funding program]

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Executive Summary

INTRODUCTION

The Boston Region Metropolitan Planning Organization's (MPO) five-year capital plan, the Federal Fiscal Years (FFYs) 2025–29 Transportation Improvement Program (TIP), is the near-term investment program for the region's transportation system. Guided by the Boston Region MPO's vision, goals, and objectives, the TIP prioritizes investments that preserve the current transportation system in a state of good repair, provide safe and reliable transportation for all modes, enhance livability, support clean air and healthy communities, promote equity, resiliency, and sustainability, and improve mobility throughout the region. These investments fund roadway and intersection improvements, maintenance and expansion of the public transit system, shared-use path construction, first-and-last-mile improvements for users of active transportation, and major highway reconstruction.

The Boston Region MPO is guided by a 22-member board with representatives of state agencies, regional organizations, and municipalities. Its jurisdiction extends roughly from Boston north to Ipswich, south to Marshfield, and west to municipalities along Interstate 495. Each year, the MPO conducts a process to decide how to spend federal transportation funds for capital projects. The Central Transportation Planning Staff (CTPS), which is the staff to the MPO, manages the TIP development process.

MPO staff coordinates the evaluation of project funding requests, proposes programming of current and new projects based on anticipated funding levels, supports the MPO board in developing a draft TIP document, and facilitates a public review of the draft before the MPO board endorses the final document.

FFYs 2025–29 TIP INVESTMENTS

The complete TIP project list is available in Chapter 3 of this document and online at bostonmpo.org/tip. The TIP tables provide details of how funding is allocated to each programmed project and capital investment program. These tables are organized by federal fiscal year and are grouped by highway and transit programs.

Highway Program

The Highway Program of the TIP funds the priority transportation projects advanced by the Massachusetts Department of Transportation (MassDOT) and the cities and towns within the Boston region. The program is devoted primarily to preserving and modernizing the existing roadway network by reconstructing roadways, resurfacing highways, and replacing bridges.

In Massachusetts, Federal-Aid Highway Program funding, which is apportioned by the Federal Highway Administration and distributed by MassDOT, goes toward projects within various statewide programs, Grant Anticipation Notes (GANs) payments, and Regional Targets for the state's MPOs. In the FFYs 2025–29 TIP, roadway, bridge, and bicycle and pedestrian programs account for nearly $2.37 billion in funding to the Boston region. The Regional Target funding provided to the MPOs may be programmed for projects at the discretion of each MPO, whereas MassDOT has discretion to propose its recommended projects for statewide programs, such as those related to bridge repairs and interstate highway maintenance.

Transit Program

The Transit Program of the TIP provides funding for projects and programs that address the capital needs prioritized by the three transit authorities in the region: the Massachusetts Bay Transportation Authority (MBTA), the Cape Ann Transportation Authority (CATA), and the MetroWest Regional Transit Authority (MWRTA). The Transit Program is predominantly dedicated to achieving and maintaining a state of good repair for all assets throughout the transit system.

The FFYs 2025–29 TIP includes $4.05 billion in transit investments for the transit authorities in the Boston MPO region to support state of good repair, modernize transit systems, and increase access to transit. Additionally, beginning in FFY 2025, the MPO will allocate $2.5 million of its annual Regional Target funds to its new Transit Transformation investment program. This program aims to build on the investments made through the Transit Program by using a portion of Highway Program funding to fulfill unmet transit project needs in the region. The MPO is funding transit projects in FFY 2025 using the $2.5 million set-aside and a surplus of funds available in that year, as detailed in Table ES-1. For the following years, the MPO has reserved $5 million for FFY 2026 and $6.5 million annually in FFYs 2027 through 2029 for the Transit Transformation investment program.

REGIONAL TARGET PROGRAM DETAILS

During FFYs 2025–29, the Boston Region MPO plans to fund 69 projects with its Regional Target funding. In total, 32 new projects were added to the MPO's Regional Target Program during this TIP cycle. These 32 projects included ten in the Community Connections investment program; eight in the Transit Transformation investment program; six in a project design funding pilot in FFY 2025; and two projects listed in the MPO's Long-Range Transportation Plan (LRTP), *Destination 2050*, that will receive initial design funding in FFY 2026. Six roadway projects were newly funded for construction in the FFYs 2025–29 TIP Regional Target Program, including two projects previously listed under MassDOT's Statewide Highway Program. Details on these projects are available in Table ES-1.

Table ES-1
New Regional Target Projects Funded in the FFYs 2025–29 TIP

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2025–29
Arlington- Broadway Complete Streets Design	Arlington	Complete Streets	2025	$1,395,000
Arlington- Installation of 123 Bicycle Racks and Related Materials	Arlington	Community Connections	2025	$90,878
Arlington- Stratton School Improvements (Safe Routes to Schools)	MassDOT	Bicycle and Pedestrian	2025	$2,133,673
Boston- Bluebikes Station Replacement and Electrification, 12 Stations	Boston	Community Connections	2025	$590,348
Boston- Repurposing Single Space Parking Meter Poles for 1,600 Bicycle Racks	Boston	Community Connections	2025	$379,470
Brookline- Bluebikes State of Good Repair, 3 Stations and 62 Pedal Bikes	Brookline	Community Connections	2025	$200,000
Cambridge- Bluebikes State of Good Repair, 8 Stations and 65 Pedal Bikes	Cambridge	Community Connections	2025	$385,456
CATA- CATA Gloucester Facility Modernization	CATA	Transit Transformation	2025	$1,293,000
CATA- Fare Upgrades for ADA and Dial-A-Ride Customers	CATA	Transit Transformation	2025	$65,000
CATA- Vehicle Replacement (4 Vehicles)	CATA	Transit Transformation	2025-26	$2,460,000
Chelsea-Revere- Regional On-Demand Microtransit Pilot Project	Chelsea Revere	Community Connections	2025-28	$1,413,735
Framingham- Chris Walsh Trail, Phase 2 [Design Only]	Framingham	Bicycle and Pedestrian	2025	$850,000
Holliston- Intersection Improvements at Route 16 and Whitney Street [Design Only]	Holliston	Intersection Improvements	2025	$250,000
Malden- Canal Street Bicycle Lanes	Malden	Community Connections	2025	$81,250
Marlborough- Reconstruction of Granger Boulevard [Design Only]	Marlborough	Complete Streets	2025	$1,215,000
MBTA- Central Square Station Accessibility Improvements (Cambridge)	MBTA	Transit Transformation	2025	$5,000,000
MBTA- Nubian Square Accessibility and Operational Improvements (Boston)	MBTA	Transit Transformation	2025	$5,000,000
MBTA- Systemwide Pedal and Park Modernization (Alewife, Ashmont, Braintree, Davis Square, Forest Hills, Malden Center, Nubian, Oak Grove, Route 128, Salem, South Station, Wollaston, and Wonderland)	MBTA	Transit Transformation	2025	$2,500,000
Medford– Shared-Use Path Connection at the Route 28/Wellington Underpass	MassDOT	Bicycle and Pedestrian	2025	$6,061,917

(Table ES-1 cont.)

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2025–29
MWRTA- Blandin Hub Equitable Redesign Initiative	MWRTA	Transit Transformation	2025-26	$2,500,000
MWRTA- Procurement of Three 29-foot Buses	MWRTA	Transit Transformation	2025	$1,980,000
Norfolk-Wrentham-Walpole- Shared-Use Path Installation (Metacomet Greenway) [Design Only]	Norfolk Walpole Wrentham	Bicycle and Pedestrian	2025	$1,550,000
Revere- Bluebikes Expansion to Northern Strand (Salem Street at North Marshall Street) and Griswold Park	Revere	Community Connections	2025	$169,000
Scituate- Installation of 25 Bicycle Racks	Scituate	Community Connections	2025	$22,800
Sherborn- Reconstruction of Route 27 and Route 16 [Design Only]	Sherborn	Intersection Improvements	2025	$900,000
Somerville- Bluebikes State of Good Repair, 13 Stations	Somerville	Community Connections	2025	$278,127
Framingham- Design of Intersection Improvements at Route 126/135/MBTA and CSX Railroad	Framingham	Major Infrastructure	2026	$1,400,000
Lexington- Design of Safety Improvements at the Interstate 95 and Route 4/225 Interchange	Lexington	Major Infrastructure	2026	$1,650,000
Quincy- Intersection Improvements at Willard Street and Ricciuti Drive	Quincy	Intersection Improvements	2026	$1,885,352
Bellingham- Roadway Rehabilitation of Route 126 (Hartford Road), from 800 feet north of the I-495 NB off-ramp to Medway town line, including B-06-017*	Bellingham	Complete Streets	2029-30	$8,340,000
Ipswich- Argilla Road Roadway Reconstruction*	Ipswich	Complete Streets	2029-30	$3,000,000
Sudbury-Framingham- Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West*	Sudbury	Bicycle and Pedestrian	2029-30	$4,263,000
Total	**N/A**	**N/A**	**N/A**	**$51,107,417**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

* These projects are funded starting in FFY 2029 of the TIP, with further funding expected to be programmed in FFY 2030 of the FFYs 2026–30 TIP.

ADA = Americans with Disabilities Act. CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. NB = northbound. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

The signing of the Bipartisan Infrastructure Law (BIL), on November 15, 2021, increased the amount of Regional Target funding available to the Boston Region MPO in the previous FFYs 2024–28 TIP cycle by approximately nine percent from the funding levels in the FFYs 2023–27 TIP. This funding level was sustained in the development of this FFYs 2025–29 TIP.

The majority of the funding available for allocation by the MPO during the FFYs 2025–29 TIP cycle was in the fifth and final year of the TIP, FFY 2029. During the development of the FFYs 2025–29 TIP, the MPO had significant amounts of funding available to program in FFYs 2025, 2026, and 2029. However, there were shortfalls of funding in FFYs 2027 and 2028 as a result of delayed programming of 14 projects.

Projects already programmed in the TIP to receive Regional Target funds could not be accelerated to utilize surplus funding in FFYs 2025 and 2026, so the MPO worked with MassDOT, the MBTA, MWRTA, and CATA to identify other projects that could be funded in those years. Jointly, these agencies presented more than 13 projects to the MPO for consideration, from which the MPO selected 11 projects for funding in the Transit Transformation program in FFYs 2025 and 2026:

- Additional funding for Columbus Avenue Bus Lanes, Phase 2 ($7,500,000)
- Additional funding for Rail Transformation Early Action Items—Reading Station and Wilbur Interlocking ($6,000,000)
- Additional funding for Jackson Square Station Accessibility Improvements ($7,250,000)
- Procurement of three 29-foot compressed natural gas (CNG) buses for the MWRTA ($1,980,000)
- Design funding for improvements to customer and personnel facilities at the MWRTA's Blandin Hub ($2,500,000)
- Funding to modernize CATA's Gloucester facility ($1,293,000)
- Funding for procurement of four hybrid buses to replace four vehicles in CATA's fleet at the end of their useful life ($2,460,000)
- Funding to upgrade cashless fare payment systems for CATA's ADA and Dial-A-Ride services ($65,000)
- Partial funding to support accessibility improvements to Central Station on the MBTA Red Line, with a focus on adding a new elevator ($5,000,000)
- Funding for bus circulation improvements at Nubian Station in Boston's Roxbury neighborhood ($5,000,000)
- Funding to support the modernization of MBTA's "Pedal and Park" bicycle storage facilities at 13 MBTA stations in nine municipalities regionwide ($2,500,000)

The MPO also voted to fund two projects in FFY 2025 that were previously incorporated into MassDOT's Statewide Highway Program:

- 609531 – Arlington– Stratton School Improvements (Safe Routes to Schools) ($2,133,673)
- 611982 – Medford– Shared-Use Path Connection at the Route 28/Wellington Underpass ($6,061,917)

Because many of these projects were identified later in the project evaluation life cycle—that is, months after the regular cycle of project submissions—scoring information is included in the TIP with some delay compared to other project line items. While these projects were identified too late in the TIP cycle to be quantitatively evaluated using the MPO's scoring criteria, these projects align well qualitatively with many of the MPO's goals, including enhancing bicycle and pedestrian safety and access, and expanding the accessibility of and maintaining a state of good repair for the region's transit system. These projects may be scored using the MPO's scoring criteria in a later TIP cycle.

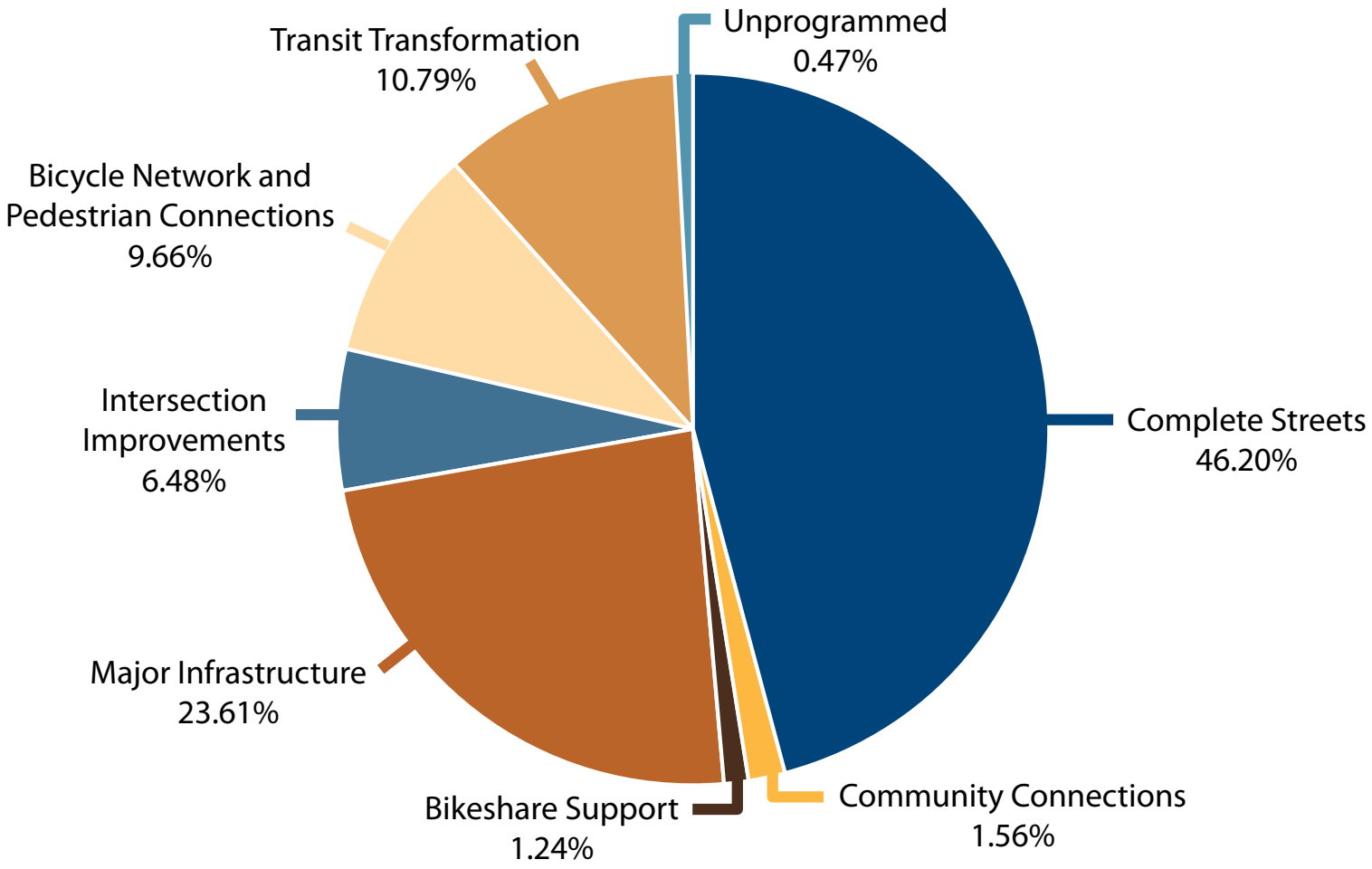
In addition to selecting projects, several other key decisions were made by the MPO in the drafting of the FFYs 2025–29 Regional Target Program:

- The MPO allocated additional funding to three MBTA projects that it had voted to support in prior TIPs. These were the Jackson Square Station Accessibility Improvements, Rail Transformation Early Action Items at Reading Station and Wilbur Interlocking, and the Columbus Avenue Bus Lanes, Phase 2, projects. The Jackson Square project received $7.25 million in addition to the $26.25 million programmed in the FFYs 2024–28 TIP. The Rail Transformation project received $6 million in addition to the $14 million programmed in the FFYs 2024–28 TIP to address a cost increase at the Reading turn track location. The Columbus Avenue, Phase 2, project received $7.5 million in addition to the $11.75 million in FFY 2024 of the FFYs 2024–28 TIP and an additional $14.8 million programmed in FFY 2021 of the FFYs 2021–25 TIP. The total contribution by the Boston Region MPO to these projects is $33.5 million for Jackson Square Station Accessibility Improvements, $20 million for Rail Transformation Early Action Items at Reading Station and Wilbur Interlocking, and $34.05 million for Columbus Avenue Bus Lanes, Phase 2.
- The MPO programmed $6.15 million for six projects in eight municipalities in FFY 2025 for a design pilot funding program intended to reduce barriers for municipalities that plan to advance projects for Regional Target funding, as programming on the TIP requires the completion of 25 percent design plans.
- The MPO programmed $3.05 million to design two projects in FFY 2026. These projects, the Route 4/225 Interchange project in Lexington and Intersection Improvements at Route 126/135/MBTA and CSX Railroad in Framingham, are listed in the MPO's Long-Range Transportation Plan. These projects will be scored in the development of the FFYs 2026–30 TIP for their design funding as FFY 2026 approaches.

- The programmed amount of Project 607981, Somerville—McGrath Boulevard Construction, was increased to $30,310,000 in FFY 2029. Prior advance construction schedules for the project recommended $20,000,000 in FFY 2029 and $13,840,000 in FFY 2030. This action was taken to alleviate financial pressures on future TIP cycles.
- The programmed amount of Project 606226, Boston–Reconstruction of Rutherford Avenue from City Square to Sullivan Square, was increased to $45,000,000 in FFY 2029. Prior advance construction schedules for the project recommended $33,500,000 in FFY 2029. This action was taken to alleviate financial pressures on future TIP cycles through FFY 2032.
- In order to address funding constraints in FFY 2027, the MPO voted to delay Project 610662, Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street and Montvale Avenue, to FFY 2029 given a lack of significant design progress on the project since the FFYs 2021–25 TIP cycle.

Figure ES-1 shows how the Regional Target funding for FFYs 2025–29 is distributed across the MPO's investment programs. As the chart shows, the Boston Region MPO's Regional Target Program is devoted primarily to enhancing mobility and safety for all travel modes through significant investments in Complete Streets projects. A large portion of the MPO's funding also supports the modernization of key regional roadways and transit infrastructure through investments in Major Infrastructure and Transit Transformation projects. The MPO also elected to leave approximately $4.8 million unprogrammed.

Figure ES-1
FFYs 2025–29 TIP Regional Target Funding by MPO Investment Program



FFY = federal fiscal year. MPO = metropolitan planning organization. TIP = Transportation Improvement Program.
Source: Boston Region MPO.

In addition to the distribution of funding across the MPO's investment programs listed above, Table ES-2 further details the number of projects and the allocation of funds to each program in the FFYs 2025–29 TIP. As noted in Figure ES-1, the MPO has programmed more than 99 percent of its available funding over five years. More details about every project funded through the MPO's Regional Target Program are available in Chapter 3.

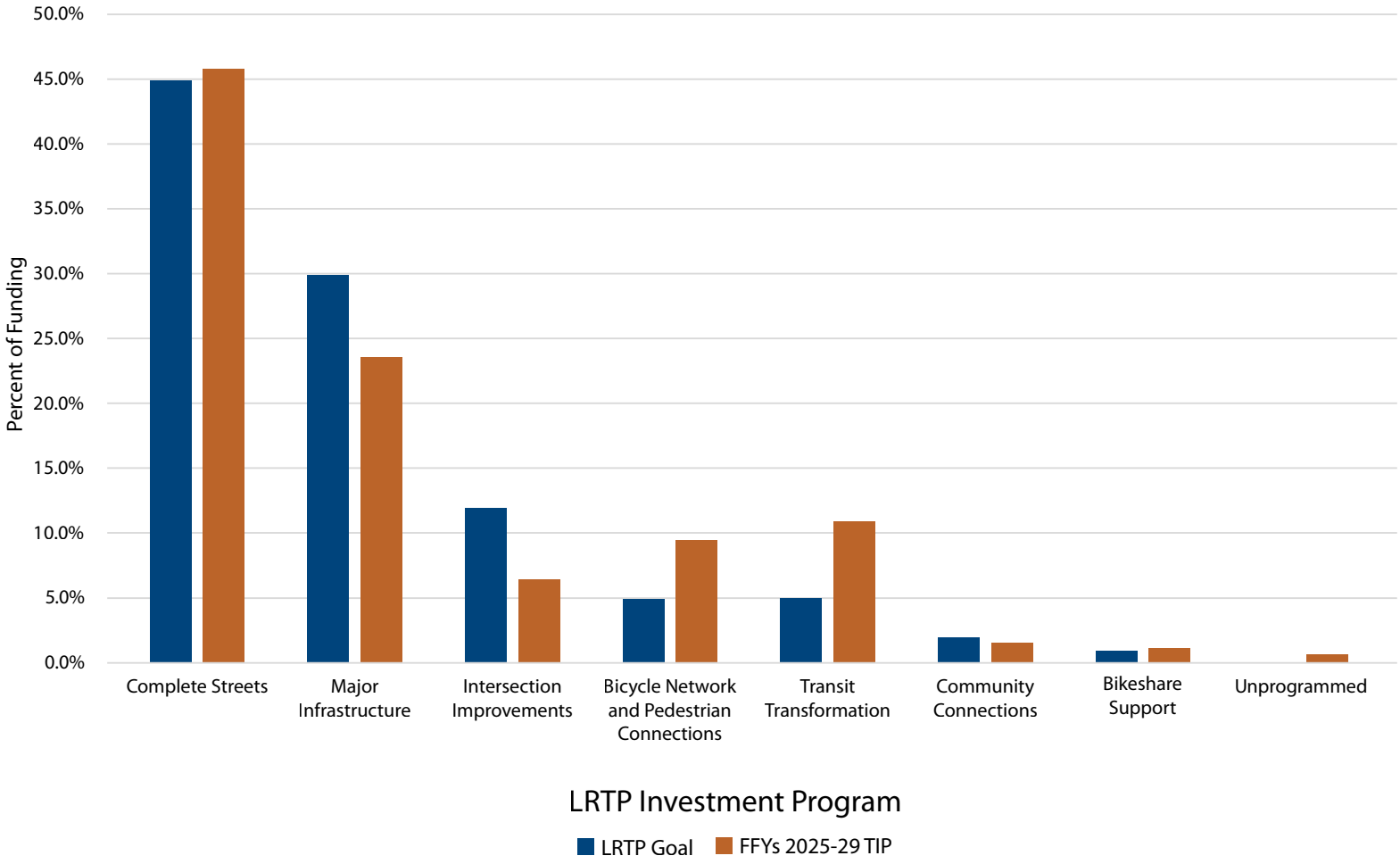
Table ES-2
FFYs 2025–29 Boston Region MPO Regional Target Investment Summary

MPO Investment Program	Number of Projects	Regional Target Dollars Programmed
Bicycle Network and Pedestrian Connections	10	$70,299,415
Community Connections (allocated to projects)	15	$4,916,646
Community Connections (not yet allocated to projects)*	N/A	$15,423,415
Complete Streets	21	$336,301,191
Intersection Improvements	8	$47,155,319
Major Infrastructure—Roadway	4	$171,860,000
Transit Transformation (allocated to projects)	11	$55,548,000
Transit Transformation (not yet allocated to projects)	N/A	$23,000,000
Unprogrammed	N/A	$3,401,515
Total	**69**	**$727,928,301**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.
* This figure includes $7 million in BikeShare Support funding starting in FFY 2026.
FFY = federal fiscal year. MPO = metropolitan planning organization. N/A = not applicable.
Source: Boston Region MPO.

When making decisions about which projects to fund, the MPO considers how the allocation of funds to each investment program compares to the funding goals outlined in the MPO's current Long-Range Transportation Plan. The FFYs 2025–29 TIP is the first to be informed by the LRTP *Destination 2050*, which was adopted by the MPO in 2023. The funding goals for investment programs set forth in the LRTP reflect the types of projects the MPO seeks to fund to help it achieve its goals and objectives for the region, from enhancing safety for all users to promoting mobility and accessibility across the region. More information on the MPO's goals and objectives is available in Chapter 1, and a comparison between LRTP investment program goals and program funding levels in the FFYs 2025–29 TIP is shown in Figure ES-2.

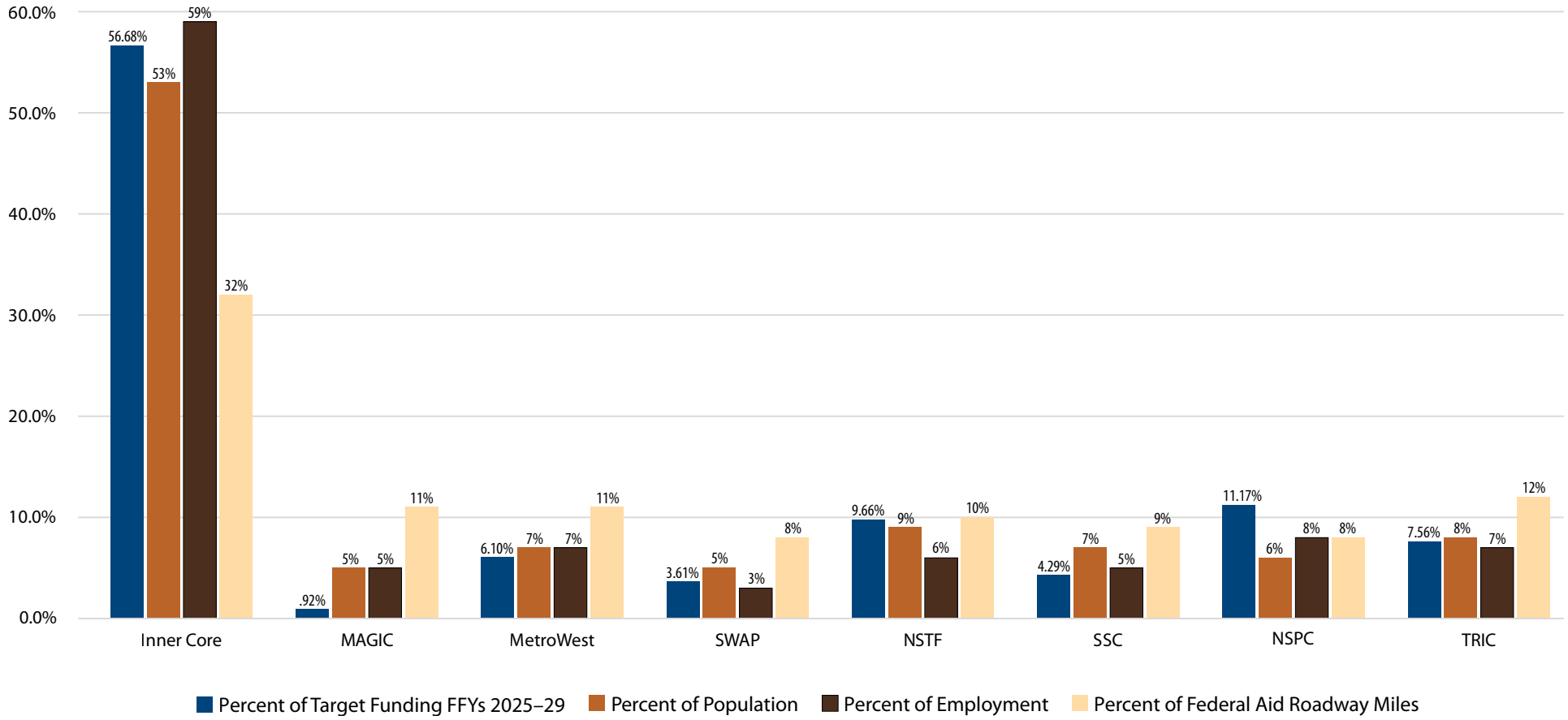
Figure ES-2
FFYs 2025–29 TIP: Regional Target Funding Levels Relative to LRTP Investment Program Goals



FFY = federal fiscal year. LRTP = Long-Range Transportation Plan. TIP = Transportation Improvement Program.
Source: Boston Region MPO.

The investments made in the FFYs 2025–29 TIP will be implemented in 47 cities and towns throughout the Boston region, ranging from dense inner core communities to developing suburbs further from the urban center. Figure ES-3 illustrates the distribution of Regional Target funding among the eight subregions within the Boston Region MPO's jurisdiction, as defined by the Metropolitan Area Planning Council (MAPC). This figure also shows how the distribution of funds compares to key metrics for measuring the need for funding by subregion, including the percent of regional population, employment, and Federal-Aid roadway miles within each subregion.

Figure ES-3
FFYs 2025–29 TIP: Regional Target Funding Levels Relative to Key Indicators



Note: Unprogrammed funds and funds held for the MPO's Transit Transformation and Community Connections programs are not included in this figure.

FFY = federal fiscal year. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MAPC = Metropolitan Area Planning Council. MetroWest = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = South West Advisory Committee. TIP = Transportation Improvement Program. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

Additional information on the geographic distribution of Regional Target funding across the region, including a breakdown of funding by municipality, is included in Appendix D.

FINANCING THE FFYs 2025–29 TIP

Highway Program

The TIP Highway Program was developed with the assumption that federal funding for the state would range between $818 million and $882 million annually over the next five years. These amounts include the funds that would be set aside initially by MassDOT as payments for the Accelerated Bridge Program and exclude required matching funds. The funding levels for the FFYs 2025–29 TIP's Highway Program represent an increase of approximately two percent over those in the FFYs 2024–28 TIP.

The process of deciding how to use this federal funding in the Boston region follows several steps. First, MassDOT reserves funding for Grant Anticipation Notes (GANs) debt service payments for the Accelerated Bridge Program; annual GANs payments range between $122 million and $134 million annually over the first two years of this TIP. GANs payments for the Accelerated Bridge Program are expected to conclude in FFY 2026 but will pick back up in FFY 2032 (in future TIP cycles) to provide debt service payments for MassDOT's Next Generation Bridge Program.

The remaining Federal-Aid Highway Program funds are budgeted to support state and regional (i.e., MPO) priorities. In the FFYs 2025–29 TIP, $1.09 billion to $1.18 billion annually was available for programming statewide, including both federal dollars and the local match. MassDOT customarily provides the non-federal match (which can also be provided by other entities); thus, projects are typically funded with 80 percent federal dollars and 20 percent state dollars, depending on the funding program. Required matching funds for project design, capital purchases, and municipally-initiated operating service projects are often borne by the proponent of the project.

Next, MassDOT allocates funding across the following funding categories:

- Reliability Investments: These programs include the Bridge Program—comprising inspections, systematic maintenance, and National Highway System (NHS) and non-NHS improvements—the Pavement Program, the Roadway Improvements Program, and the Safety Improvements Program.
- Modernization Investments: These programs include the Americans with Disabilities Act (ADA) Retrofit Program, the Intersection Improvement Program, the Intelligent Transportation Systems (ITS) Program, and the Roadway Reconstruction Program.
- Expansion Investments: These programs include the Bicycle and Pedestrian Program and transit network expansions.

After accounting for GANs repayments, planning adjustments, and several other line items, MassDOT allocates roughly one-third of the total core formula funding apportioned by the Federal Highway Administration (FHWA) among the state's 13 MPOs for programming. This discretionary funding for MPOs is suballocated by formula to

determine the Regional Target amounts. The Boston Region MPO receives the largest portion of MPO funding in the state, with approximately 43 percent of Massachusetts' Regional Target funds allocated to the region. MassDOT develops these targets in consultation with the Massachusetts Association of Regional Planning Agencies (MARPA). This TIP was programmed with the assumption that the Boston Region MPO will have between $125 million and $161 million annually for Regional Target amounts, which consist of federal funding and state funding for the local match.

Each MPO may decide how to prioritize its Regional Target funding. Given that the Regional Target funding is a subset of the Highway Program, the MPO typically programs the majority of funding for roadway projects; however, the MPO has flexed portions of its highway funding to the Transit Program for transit expansion projects and through its Transit Transformation and Community Connections programs. The TIP Highway Program details the projects that will receive Regional Target funding from the Boston Region MPO and statewide infrastructure projects within the Boston region. Details on these investments are outlined in Chapter 3.

Transit Program

The Federal Transit Administration (FTA) allocates the funds programmed in the TIP Transit Program according to formula. The three regional transit authorities in the Boston Region MPO area that are recipients of these funds are the MBTA, CATA, and MWRTA. The MBTA, with its extensive transit program and infrastructure, is the recipient of the preponderance of the region's federal transit funds.

The current federal transportation legislation, the BIL, allocates funding to transit projects through the following formula programs:

- Section 5307 (Urbanized Area Formula Grants): Provides grants to urbanized areas to support public transportation based on levels of transit service, population, and other factors
- Section 5337 (Fixed Guideway/Bus): Seeks to maintain public transportation systems in a state of good repair through replacement and rehabilitation capital projects
- Section 5309 (Fixed Guideway Capital Investment Grants): Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors
- Section 5339 (Bus and Bus Facilities): Provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities
- Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities): Provides funding to support transportation to meet the special needs of older adults and persons with disabilities

THE TIP DEVELOPMENT PROCESS

Overview

When determining which projects to fund through the Regional Target funding process, MPO members collaborate with municipalities, state agencies, members of the public, advocacy groups, and other stakeholders. The MPO board uses evaluation criteria in its project selection process to help identify and prioritize projects that advance progress across the MPO's six goal areas:

- Safety
- Mobility and Reliability
- Access and Connectivity
- Resilience
- Clean Air and Healthy Communities
- Transportation Equity

More information on the MPO's goal areas can be found on the *Destination 2050* website at bostonmpo.org/destination2050/.

Additionally, the MPO has established investment programs, which are designed to direct Regional Target funding towards MPO priority areas over the next 20 years, to help meet these goals. The investment programs are as follows:

- Intersection Improvements
- Complete Streets
- Major Infrastructure
- Bicycle Network and Pedestrian Connections
- Community Connections, which includes a Bikeshare Support Program
- Transit Transformation

Projects that the MPO selects to receive Regional Target funding through the TIP development process are included in one of the six investment programs listed above. More information on and descriptions of the MPO's investment programs are available in Chapter 2.

The MPO incorporates performance-based planning and programming (PBPP) practices into its TIP development and other processes. These practices are designed to help direct MPO funds towards achieving specific and measurable outcomes for the transportation system. MPO investments directly relate to the PBPP framework and further the MPO's goals and performance targets. With the development of the FFYs 2025-29 TIP, the MPO leveraged funding availability across all federal fiscal years to program new projects to address transit system reliability, traffic safety for all users, NHS bridge condition, and other priorities. The MPO will continue to closely link its performance targets, investment decisions, and monitoring and evaluation activities. More information on PBPP is available in Chapter 4 and Appendix A (Table A-2).

Outreach and Data Collection

The outreach process begins early in the federal fiscal year. Cities and towns designate TIP contacts and begin developing a list of priority projects to be considered for federal funding, and the MPO staff asks the staff of cities and towns in the region to identify their priority projects. MPO staff compiles the project funding requests into a Universe of Projects, which is a list of all Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects identified as potential candidates to receive funding through the TIP. In the development of the FFYs 2025–29 TIP, staff also began tracking potential Community Connections projects in the Universe of Projects.

Transit Transformation projects are not typically listed in the Universe of Projects as priority projects. Rather, projects from regional transit authorities are typically identified during their annual program development process. During the fall of this TIP cycle, the MPO invited the regional transit authorities to submit applications for funding from the new Transit Transformation program. The MPO also solicited additional transit projects later during the development of the FFYs 2025–29 TIP to utilize funding availability in FFYs 2025 and 2026.

The Universe includes projects at varying levels of readiness, from those with significant engineering and design work complete to those still early in the conceptual or planning stage. MPO staff collects data on each project in the Universe so that the projects may be evaluated.

Project Evaluation

MPO staff evaluates projects based on how well they address the MPO's goals. For MPO staff to conduct a complete project evaluation, Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects must have a functional design report or the project plans must include the level of detail defined in a functional design report. A functional design report is usually prepared when a project nears the 25 percent design stage. To complete an evaluation for projects under consideration through the MPO's Community Connections program, project proponents must submit a completed application to MPO staff.

In response to significant cost increases in recent TIP cycles for projects already programmed for funding, the MPO board created a committee in the wake of the FFYs 2022–26 TIP cycle to further explore the causes of project cost increases and devise MPO policy changes to support more reliable project delivery. The TIP Project Cost Ad Hoc Committee began its work in June 2021 and advanced a set of policy recommendations to the full MPO board in September 2021. These changes were formally adopted by the MPO on November 4, 2021, and were in effect for the development of the FFYs 2025–29 TIP.

Among other changes, the MPO elected to codify its policy of requiring that project proponents submit 25 percent designs and obtain an updated cost estimate for their projects prior to being programmed in the TIP. While this new policy was in effect for the FFYs 2025–29 TIP cycle, the MPO desired to keep this threshold flexible; the design progress demonstrated by proponents of selected projects since their application for funding in the FFYs 2024–28 TIP indicated sufficient readiness for programming in the outer years of the FFYs 2025–29 TIP.

The evaluation results for all projects are presented to the MPO board members for their consideration for programming in the TIP. Draft scores are shared directly with project proponents, at which point proponents are encouraged to review the scores and provide feedback so that MPO staff may make any warranted adjustments to arrive at appropriate final results. Once proponents review their scores, final scoring results are posted on the MPO's website where MPO members, municipal officials, and members of the public may review them.

TIP Readiness Day

An important step toward TIP programming takes place midway through the TIP development cycle at a meeting—referred to as TIP Readiness Day—that both MassDOT and MPO staff attend. At this meeting, MassDOT project managers provide updates about cost and schedule changes related to currently programmed projects. These cost and schedule changes must be taken into account as MPO staff helps the MPO board consider updates to the already programmed years of the TIP, as well as the addition of new projects in the outermost year of the TIP.

Among the other new policies advanced by the TIP Project Cost Ad Hoc Committee, the MPO board adopted a policy requiring proponents of projects that experienced a cost increase of 25 percent or more (for projects costing less than $10 million) or $2.5 million or more (for projects costing more than $10 million) to present to the MPO board on the reasons for these cost increases. The MPO would then compare these projects—at the new costs—to other projects and consider this cost-effectiveness evaluation when deciding whether or not to fund the projects at the higher costs. These cost changes are most often revealed through conversations between MassDOT staff and MPO staff during TIP Readiness Day, making this new policy especially relevant at this stage of TIP development.

Staff Recommendation and Draft TIP

Using the evaluation results and information about project readiness (i.e., the extent to which a project is fully designed and ready for construction), MPO staff prepares a recommendation or a series of programming scenarios for how to program the Regional Target funding in the TIP. Other considerations, such as whether a project was included in the LRTP, addresses an identified transportation need, or promotes distribution of transportation investments across the region, are also incorporated into these programming scenarios. The staff recommendation is always financially constrained—meaning, subject to available funding. There was approximately $723 million of Regional Target funding available to the Boston Region MPO for FFYs 2025–29. In this TIP cycle, the MPO board members discussed several scenarios for the Regional Target Program for highway projects and selected a preferred program in April 2024.

In addition to prioritizing the Regional Target funding, the MPO board reviews and endorses the statewide highway program that MassDOT recommends for programming. The board also reviews and endorses programming of funds for the MBTA's, CATA's, and MWRTA's transit capital programs.

APPROVING THE TIP

After selecting a preferred programming scenario, usually in April, the MPO board votes to release the draft TIP for a 21-30 day public review period. The comment period typically begins in late April, and during this time the MPO invites members of the public, municipal officials, and other stakeholders in the Boston region to review the proposed program and submit feedback. During the public review period, MPO staff hosts public meetings to discuss the draft TIP document and elicit additional comments.

After the public review period ends, the MPO board reviews all municipal and public comments and may change elements of the document or its programming. The MPO board then endorses the TIP and submits it to the Federal Highway Administration (FHWA) and the Federal Transit Administration for approval. MassDOT incorporates the MPO-endorsed TIP into the State Transportation Improvement Program (STIP). The FHWA, FTA, and United States Environmental Protection Agency review the STIP for certification by September 30, the close of the federal fiscal year.

UPDATES TO THE TIP

Even after the TIP has been finalized, administrative modifications, amendments, and adjustments often must be introduced because of changes in project schedules, project costs, funding sources, or available revenues. This may necessitate reprogramming a project in a different funding year or programming additional funds for a project.

Notices of administrative modifications and amendments are posted on the MPO's website. If an amendment is necessary, the MPO notifies affected municipalities, stakeholders, and members of the public via email. The MPO typically holds a 21-day public review period before taking final action on an amendment. In extraordinary circumstances, the MPO may vote to shorten the public review period to a minimum of 15 days. Administrative modifications and adjustments are minor and usually do not warrant a public review period.

STAY INVOLVED WITH THE TIP

Public engagement is an important aspect of the transportation planning process. Please visit bostonmpo.org for more information about the MPO, to view the entire TIP, and to submit your comments. You also may wish to sign up for email news updates and notices by visiting bostonmpo.org/subscribe and submitting your contact information. To request a copy of the TIP in accessible formats, please contact the MPO staff by any of the following means:

Mail: Boston Region MPO c/o CTPS MPO Activities Group, 10 Park Plaza, Suite 2150, Boston, MA 02116-3968

Telephone: 857.702.3700 (voice)

For people with hearing or speaking difficulties, connect through the state MassRelay service:

- Relay Using TTY or Hearing Carry-over: 800.439.2370
- Relay Using Voice Carry-over: 866.887.6619
- Relay Using Text to Speech: 866.645.9870

Email: publicinfo@ctps.org

The Executive Summary of the FFYs 2025–29 TIP is also available as a translation:

- 執行總結 (PDF)
- 执行总结 (PDF)
- Rezime Egzekitif (PDF)
- Resumen Ejecutivo (PDF)
- Resumo Executivo (PDF)

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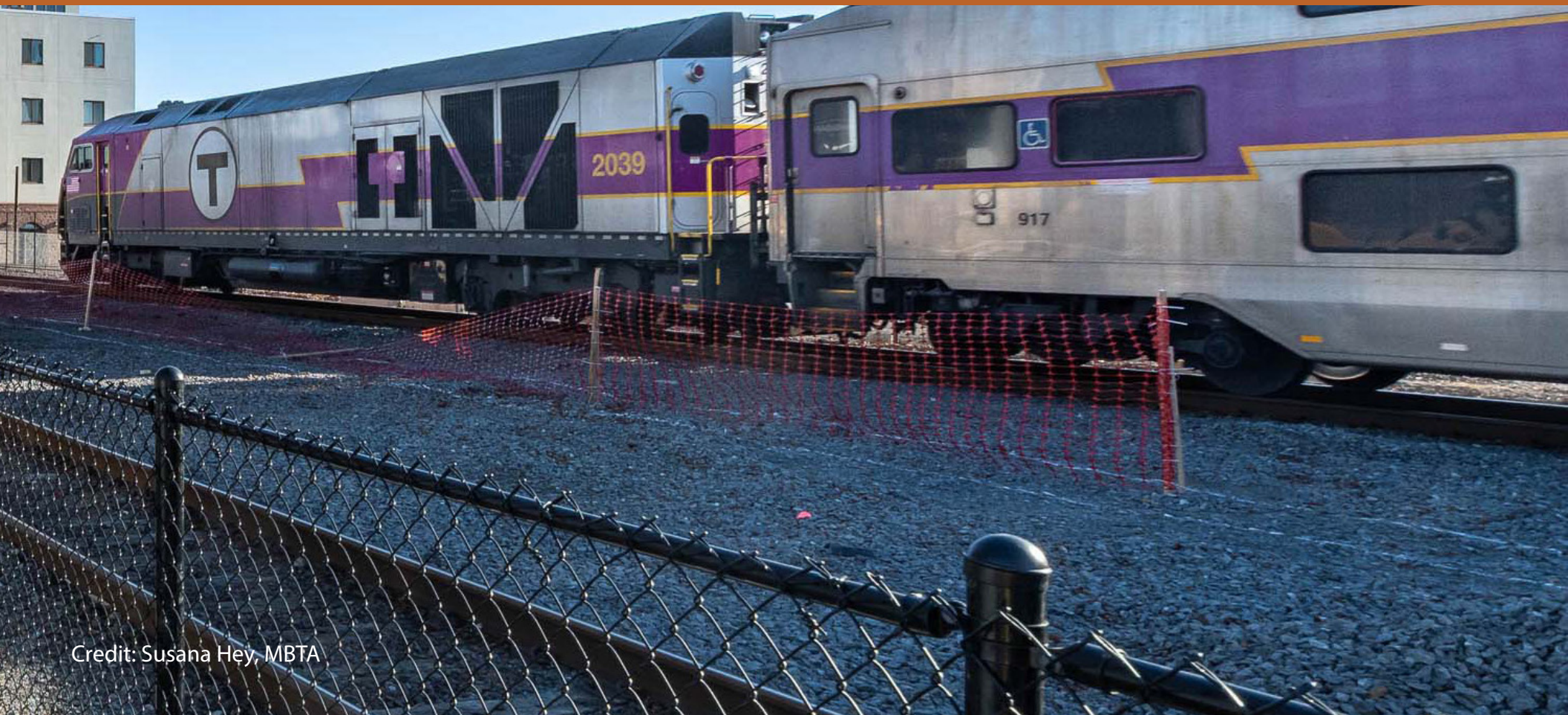
EMERGENCY

Chapter 1

3C Transportation Planning in the Boston Region



Credit: Susana Hey, MBTA

Decisions about how to allocate transportation funds in a metropolitan area are guided by information and ideas gathered from a broad group of people, including elected officials, municipal planners and engineers, transportation advocates, and interested residents. Metropolitan planning organizations (MPO) provide a forum for this decision-making process. Each metropolitan area in the United States with a population of 50,000 or more is required by federal legislation to establish an MPO, which decides how to spend federal transportation funds for capital projects and planning studies in the area.

The Boston Region Metropolitan Planning Organization performs this function for the 97 municipalities in eastern Massachusetts that comprise the MPO's planning area. This MPO develops plans for funding transportation projects and programs; maintains transportation models and data resources to support studies, system performance monitoring, and air quality determinations; and conducts an ongoing public engagement process.

THE TRANSPORTATION PLANNING PROCESS

The federal government regulates the funding, planning, and operation of the surface transportation system through the federal transportation program, which was enacted into law through Titles 23 and 49 of the United States Code. Section 134 of Title 23 of the Federal Aid Highway Act, as amended, and Section 5303 of Title 49 of the Federal Transit Act, as amended.

The most recent reauthorization of the federal surface transportation law is the Bipartisan Infrastructure Law (BIL).The BIL sets policies related to metropolitan transportation planning and requires that all MPOs carry out a continuing, comprehensive, and cooperative (3C) transportation planning process.

The Boston Region MPO, which is responsible for carrying out the 3C planning process in the Boston region, has established the following objectives for the process:

- Identify transportation problems and develop possible solutions
- Ensure that decision-making balances short- and long-range considerations and adequately reflects the range of possible future scenarios, options, and consequences
- Represent both regional and local considerations, and both transportation and non-transportation objectives and impacts, in the analysis of project issues
- Assist implementing agencies in effecting timely policy and project decisions with adequate consideration of environmental, social, fiscal, and economic impacts, and with adequate opportunity for participation by other agencies, local governments, and the public

- Help implementing agencies prioritize transportation activities in a manner consistent with the region's needs and resources
- Comply with the requirements of the BIL, the Americans with Disabilities Act of 1990, the Clean Air Act of 1990, the Civil Rights Act of 1964, Executive Order 12898 (regarding environmental justice), Executive Order 13166 (regarding outreach to populations with limited English-language proficiency), and Executive Order 13330 (regarding the coordination of human-services transportation)

More information about the federal, state, and regional guidance governing the transportation planning process, and about the regulatory framework in which the MPO operates can be found in Appendix E.

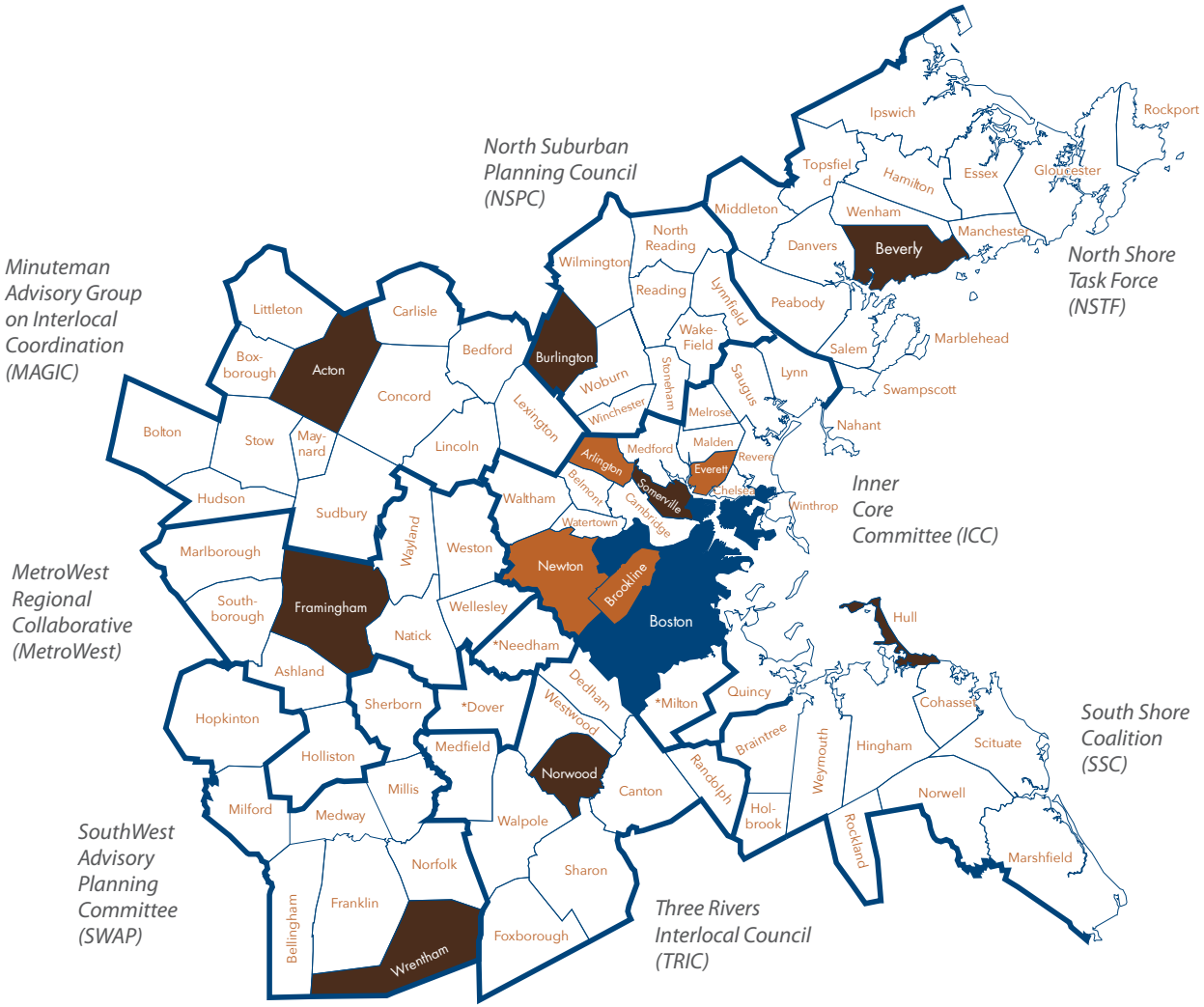
THE BOSTON REGION MPO

Planning Area

The Boston Region MPO's planning area extends across 97 cities and towns from Boston north to Ipswich, south to Marshfield, and west to Interstate 495.

Figure 1-1 shows the map of the Boston Region MPO's member municipalities.

Figure 1-1
Municipalities in the Boston Region



*Community is in more than one subregion: Dover is in TRIC and SWAP; Milton and Needham are in ICC and TRIC.

97 Cities and towns

Subregion boundary

MPO representative from subregion

MPO city or town at-large representative

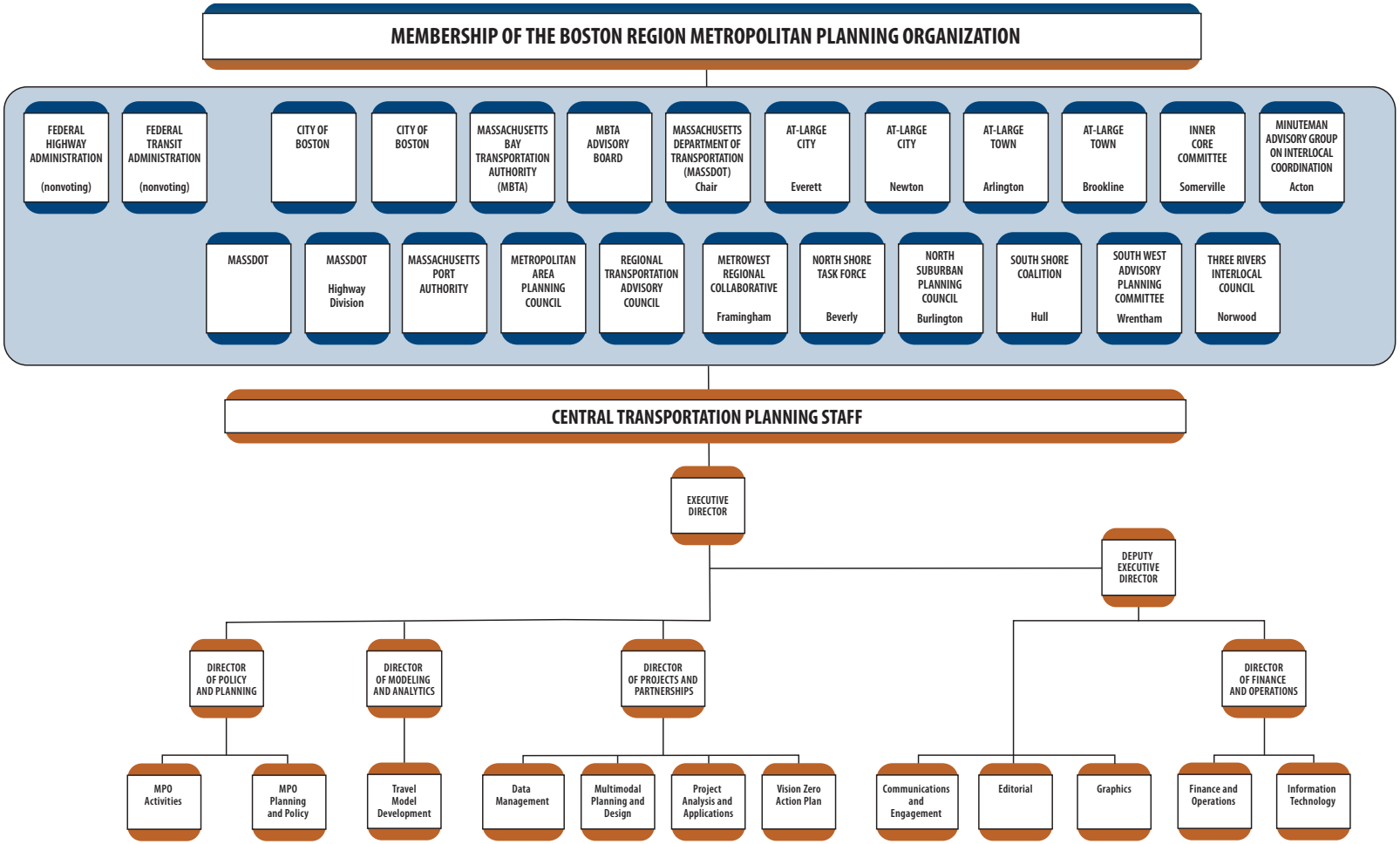
Boston has two permanent MPO representatives

MPO Board Members and Staff

The MPO's board comprises 22 voting members. Several state agencies, regional organizations, and the City of Boston are permanent voting members, while 12 municipalities are elected as voting members for three-year terms. Eight municipal members represent each of the eight subregions of the Boston region, and there are four at-large municipal seats. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) participate on the MPO board as advisory (nonvoting) members. More details about the MPO's permanent members can be found in Appendix F.

Figure 1-2 shows MPO membership and the organization of the Central Transportation Planning Staff, which serves as staff to the MPO.

Figure 1-2
Boston Region MPO Organizational Chart



A Vision for the Region

The following paragraph is the MPO's vision statement, as adopted in *Destination 2050*, the MPO's current Long-Range Transportation Plan (LRTP), which was adopted in July 2023:

> *The Boston Region Metropolitan Planning Organization envisions an equitable, pollution-free, and modern regional transportation system that gets people to their destinations safely, easily, and reliably, and that supports an inclusive, resilient, healthy, and economically vibrant Boston Region.*

When developing this vision statement, the MPO members took into consideration the significant public input received during the drafting of the Needs Assessment for *Destination 2050*. This statement also reflects the desire to emphasize the maintenance and resilience of the transportation system while supporting the MPO's six core goals: Transportation Equity; Safety; Mobility and Reliability; Access and Connectivity; Resiliency; and Clean Air and Healthy Communities.

More information on the MPO's vision, goals, and objectives for the transportation system is available in Figure 1-3.

Figure 1-3
Vision, Goals, and Objectives

VISION STATEMENT

The Boston Region Metropolitan Planning Organization envisions an equitable, pollution-free, and modern regional transportation system that gets people to their destinations safely, easily, and reliably, and that supports an inclusive, resilient, healthy, and economically vibrant Boston region.

GOALS	OBJECTIVES
EQUITY	
Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.	• Facilitate an inclusive and transparent engagement process with a focus on involving people in disadvantaged communities.* • Ensure that people have meaningful opportunities to share needs and priorities in a way that influences MPO decisions. • Eliminate harmful environmental, health, and safety effects of the transportation system on people in disadvantaged communities. • Invest in high-quality transportation options in disadvantaged communities to fully meet residents' transportation needs.
SAFETY	
Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.	• Eliminate fatalities, injuries, and safety incidents experienced by people who walk, bike, roll, use assistive mobility devices, travel by car, or take transit. • Prioritize investments that improve safety for the most vulnerable roadway users: people who walk, bike, roll, or use assistive mobility devices. • Prioritize investments that eliminate disparities in safety outcomes for people in disadvantaged communities.
MOBILITY AND RELIABILITY	
Support easy and reliable movement of people and freight.	• Enable people and goods to travel reliably on the region's transit and roadway networks. • Prioritize investments that address disparities in transit reliability and frequency for people in disadvantaged communities. • Reduce delay on the region's roadway network, emphasizing solutions that reduce single-occupancy-vehicle trips, such as travel demand management. • Prioritize investments that reduce delay on the region's transit network. • Support reliable, safe travel by keeping roadways, bridges, transit assets, and other infrastructure in a state of good repair, and prioritize these investments in disadvantaged communities. • Modernize transit systems and roadway facilities, including by incorporating new technology that supports the MPO's goals, such as electric-vehicle technologies.

*** Disadvantaged communities are those in which a significant portion of the population identifies as an MPO equity population—people who identify as minority, have limited English proficiency, are 75 years old or older or 17 years old or younger, or have a disability—or has low income.**

(Fig 1-3 cont.)

GOALS	OBJECTIVES
ACCESS AND CONNECTIVITY	
Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.	• Improve multimodal access to jobs, affordable housing, essential services, education, logistics sites, open space, and other key destinations. • Prioritize transportation investments that support the region's and the Commonwealth's goals for housing production, land use, and economic growth. • Increase people's access to transit, biking, walking, and other non-single-occupancy-vehicle transportation options to expand their travel choices and opportunities. • Prioritize investments that improve access to high quality, frequent transportation options that enable people in disadvantaged communities to easily get where they want to go. • Close gaps in walking, biking, and transit networks and support interorganizational coordination for seamless travel. • Remove barriers to make it easy for people of all abilities to use the transportation system, regardless of whether they walk, bike, roll, use assistive mobility devices, or take transit.
RESILIENCY	
Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.	• Prioritize investments to make the region's roadway and transit infrastructure more resilient and responsive to current and future climate hazards, particularly within areas vulnerable to increased heat and precipitation, extreme storms, winter weather, and sea level rise. • Prioritize resiliency investments in disadvantaged communities and in areas that bear disproportionate climate and environmental burdens. • Prioritize investments in transportation resiliency that improve emergency access and protect evacuation routes. • Prioritize investments that include nature-based strategies such as low-impact design, pavement reduction, and landscape buffers to reduce runoff and negative impacts to water resources, open space, and environmentally sensitive areas.
CLEAN AIR AND HEALTHY COMMUNITIES	
Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.	• Reduce transportation-related greenhouse gases, other air pollutants, and growth in vehicle-miles traveled by encouraging people and goods to move by non-single-occupancy-vehicle modes. • Support transit vehicle electrification and use of electric vehicles throughout the transportation system to reduce greenhouse gases and other air pollutants. • Prioritize investments that address air pollution and environmental burdens experienced by disadvantaged and vulnerable communities. • Support public health through investments in transit and active transportation options and by improving access to outdoor space and healthcare.

CERTIFICATION DOCUMENTS

As part of its 3C process, the Boston Region MPO produces the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP) annually, and the Long-Range Transportation Plan every four years. These documents, referred to as *certification documents*, are required for the federal government to certify the MPO's planning process. This federal certification is a prerequisite for the MPO to receive federal transportation funds. An inclusive public engagement process accompanies the development of each certification document.

The Long-Range Transportation Plan

The LRTP guides decision-making on investments that will be made in the Boston region's transportation system over the next two decades. It defines an overarching vision of the future of transportation in the region, establishes goals and objectives that will lead to achieving that vision, and allocates projected revenue to transportation projects and programs consistent with the established goals and objectives.

Destination 2050, the current LRTP, was endorsed by the MPO board in July 2023 and went into effect on October 1, 2023.

The Transportation Improvement Program

The TIP is a multimodal program of transportation improvements, consistent with the LRTP, that describes and prioritizes transportation projects that are expected to be implemented during a five-year period. The TIP contains a financial plan that shows the current or proposed revenue sources for each project.

The types of transportation projects funded include major highway reconstruction and maintenance, arterial and intersection improvements, public transit expansion and maintenance, bicycle paths and facilities, improvements for pedestrians, and first- and last-mile connections to transit or other key destinations.

An MPO-endorsed TIP is incorporated into the State Transportation Improvement Program (STIP) for submission to the FHWA, FTA, United States Environmental Protection Agency, and the Massachusetts Department of Environmental Protection for approval. Investments programmed in the TIP and STIP are also reflected in Massachusetts Department of Transportation's (MassDOT) Capital Investment Plan, which shows capital expenditures in the state over a five-year period.

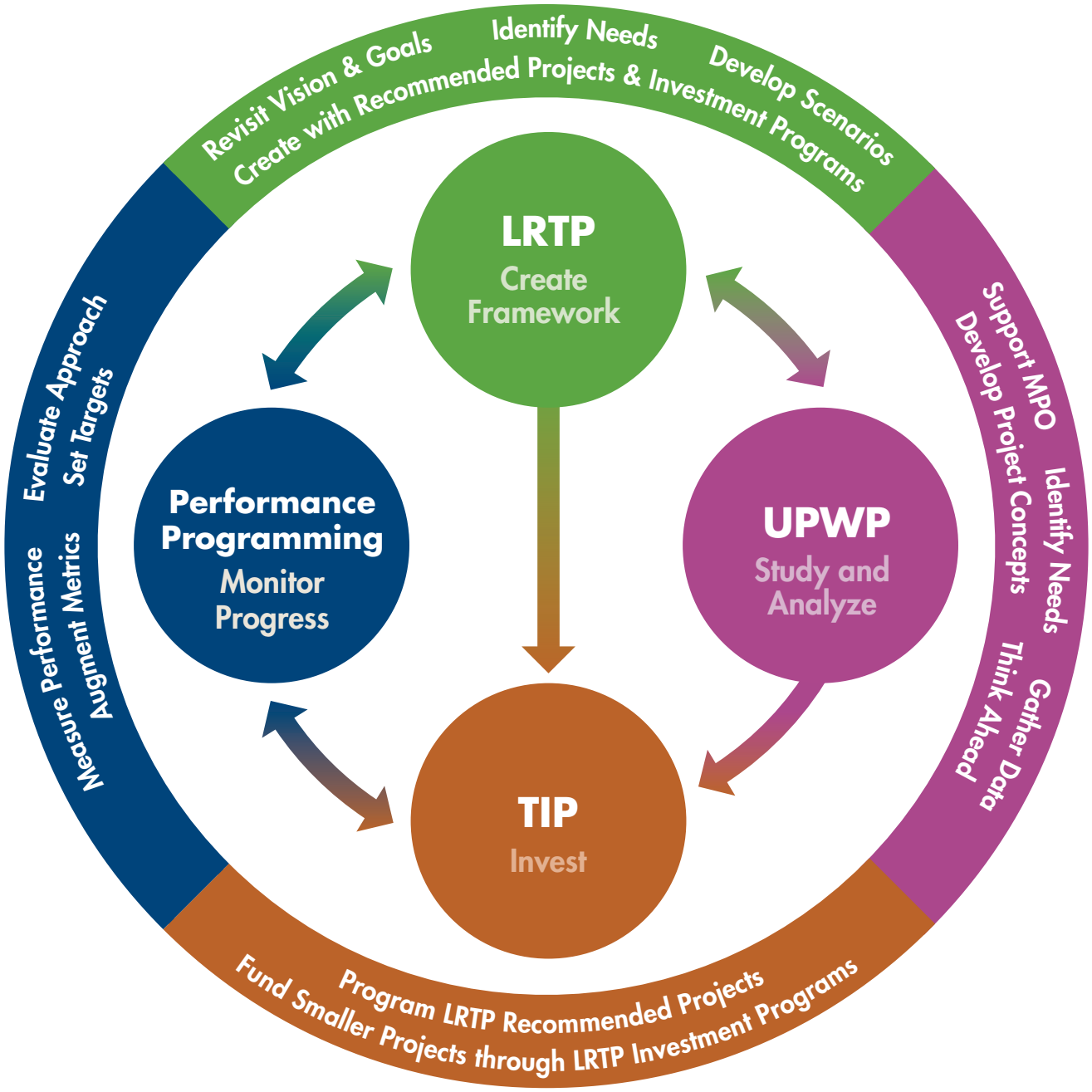
The Unified Planning Work Program

The UPWP contains information about transportation planning studies that will be conducted by MPO staff during the course of a federal fiscal year, which runs from October 1 through September 30. The UPWP describes all of the supportive planning activities undertaken by the MPO staff, including data resources management, preparation of the federally required certification documents, and ongoing regional transportation planning assistance.

The UPWP often offers a means to study transportation projects and alternatives before advancing to further design, construction, and possible future programming through the TIP. The studies and work products programmed for funding through the UPWP are integrally related to other planning initiatives conducted by the Boston Region MPO, MassDOT, the Massachusetts Bay Transportation Authority, the Massachusetts Port Authority, the Metropolitan Area Planning Council, and municipalities in the Boston region.

Figure 1-4 depicts the relationship between the three certification documents and the MPO's performance-based planning and programming process, which is a means to monitor progress towards the MPO's goals and to evaluate the MPO's approach to achieving those goals.

Figure 1-4
Relationship between the LRTP, TIP, UPWP, and Performance-Based Planning Process



OAK GROVE

Chapter 2

The TIP Process

Credit: Susana Hey, MBTA

INTRODUCTION TO THE TIP PROCESS

Transportation improvements are part of the solution to many critical regional, state, national, and even global problems, such as traffic congestion, air pollution, fatalities and injuries on roadways, climate change, and environmental injustice. Therefore, one of the most important decisions a metropolitan planning organization (MPO) faces is deciding how to allocate limited funds for transportation projects and programs. Because there is insufficient funding available for all projects that would address these problems, an MPO's investment choices must be guided by policies that help identify the most viable and effective solutions.

The Boston Region MPO is guided by the policies in its Long-Range Transportation Plan (LRTP) and the MPO develops a Transportation Improvement Program (TIP) to prioritize the expenditure of federal funds on transportation projects. The MPO staff manages the development of both plans.

During the annual development process for the TIP, the MPO staff supports the MPO board by evaluating project funding requests from municipalities and state transportation agencies. The staff proposes a range of alternative scenarios for the programming of new and ongoing projects based on anticipated yearly funding levels, and work with the board to create a draft TIP document. The staff facilitates a public engagement process that affords the public an opportunity to comment on proposed projects and review the draft TIP before the MPO board endorses the final document.

FUNDING THE TIP

Federal Funding Framework

The first step in allocating federal transportation funds is the passage by the United States Congress of a multiyear act that establishes a maximum level of federal transportation funding per federal fiscal year (FFY). The establishment of this level of funding is referred to as an authorization. The most recent authorization act, the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. The BIL governed the development of the FFYs 2025–29 TIP by establishing new formula funding levels, reauthorizing existing discretionary grant programs and creating new ones, and setting policy priorities. (More information on the impacts of the BIL on the development of the FFYs 2025–29 TIP is available throughout this report, with specific guidance on new BIL Planning Emphasis Areas available in Appendix E.)

After the authorization level has been established, the United States Department of Transportation annually allocates funding among the states according to various federal formulas. This allocation is referred to as an apportionment. The annual apportionment rarely represents the actual amount of federal funds that are ultimately committed to a state because of federally imposed limitations on spending in a given fiscal year, referred to as the obligation authority. In Massachusetts, TIPs are developed based on the estimated obligation authority.

Federal Highway Program

The TIP Highway Program was developed with the assumption that funding for Massachusetts from the Federal-Aid Highway Program would range between $818 million and $882 million annually over the next five years. These figures do not include matching funds provided for projects by the state or local entities. Projects are typically funded with 80 percent federal dollars and 20 percent state dollars, depending on the funding program, while costs for project design are often borne by the proponent of the project. With the addition of matching funds, approximately $1.09 billion to $1.18 billion was available statewide for projects in FFYs 2025–29.

The process of determining the MPO's share of this federal funding for the Boston region followed several steps. First, the Massachusetts Department of Transportation (MassDOT) reserved funding for Grant Anticipation Notes (GANs) debt service payments for the Accelerated Bridge Program; these payments are expected to conclude in FFY 2026. Then, the remaining Federal-Aid Highway Program funds were budgeted to support state and regional (i.e., MPO) priorities. The funding for regional priorities is referred to as Regional Target funds.

Regional Targets

The Regional Targets are discretionary funds for MPOs, suballocated by formula to each metropolitan planning region. The Boston Region MPO receives about 43 percent of the total funds available statewide for Regional Targets. MassDOT developed the target formula for determining this distribution of funds in consultation with the Massachusetts Association of Regional Planning Agencies (MARPA).

Each MPO in the state can decide how to prioritize its Regional Target funding. The Boston Region MPO does this by engaging its 97 cities and towns in an annual TIP development process. Given that the Regional Target funding originates from the Federal-Aid Highway Program, the Boston Region MPO board typically programs the majority of its target funding on roadway projects; however, the MPO board has flexed portions of its TIP Highway Program funding to the TIP's Transit Program, most notably when the MPO board provided funding in support of the Green Line Extension transit expansion project.

In addition, this FFYs 2025–29 TIP includes an annual allotment of funding to the MPO's Transit Transformation Program. This commitment to flex Federal-Aid Highway funds to transit projects on a yearly basis is an affirmation of the regional goals to support multimodal transportation options in a meaningful way. More information on the MPO's investment strategy is discussed later in this chapter.

During the next five years, the Boston Region MPO's total Regional Target funding will be approximately $727.9 million, an average of $145.6 million per year. As with the overall increase in funding for the Highway Program from the BIL, the MPO's Regional Target funds increased 4.4 percent per year in the FFYs 2025–29 TIP relative to the levels planned for in the development of the FFYs 2024–28 TIP. The continued absence of GANs funding in FFY 2029 drove this increase. Funding levels in FFYs 2025 through 2028 remain unchanged from the previous TIP.

Federal Highway Administration Programs

The Federal-Aid Highway Program dollars discussed in this chapter are delivered through several Federal Highway Administration (FHWA) funding programs, each of which has unique requirements. Table 2-1 lists the programs in the BIL that fund projects in the FFYs 2025–29 TIP.

Table 2-1
Federal Highway Administration Programs Applicable to the FFYs 2025–29 Transportation Improvement Program

Bipartisan Infrastructure Law Program	Eligible Uses
Bridge Formula Program (BFP)	Efforts to replace, rehabilitate, preserve, protect, and construct highway bridges
Carbon Reduction Program (CARBON)	Projects that reduce transportation emissions or develop carbon reduction strategies
Congestion Mitigation and Air Quality Improvement (CMAQ)	A wide range of projects to reduce congestion and improve air quality in nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter
Highway Safety Improvement Program (HSIP)	Implementation of infrastructure-related highway safety improvements
Metropolitan Planning	Facilities that contribute to an intermodal transportation system, including intercity bus, pedestrian, and bicycle facilities
National Electric Vehicle Infrastructure (NEVI) Program	Projects that support the strategic deployment of electric vehicle (EV) charging infrastructure and establish an interconnected EV network to facilitate data collection, access, and reliability
National Highway Freight Program (NHFP)	Projects that improve the efficient movement of freight on the National Highway Freight Network
National Highway Performance Program (NHPP)	Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network; replacement or rehabilitation of any public bridge; and resurfacing, restoring, and rehabilitating routes on the Interstate Highway System
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	Resiliency improvements, including improvements to community resilience and evacuation routes, and at risk coastal infrastructure. Highway, transit, and port projects are also eligible
Surface Transportation Block Grant Program (STBGP)	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities
Transportation Alternatives Program (TAP)	A set-aside from the STBGP that funds the construction of infrastructure-related projects (for example, sidewalk, crossing, and on-road bicycle facility improvements)

Source: Federal Highway Administration.

Federal Transit Program

Federal aid for public transit authorities is allocated by formula to urbanized areas (UZAs). MassDOT is the recipient of this federal aid in the Boston MA-NH-RI UZA. In UZAs with populations greater than 200,000, such as the Boston MA-NH-RI UZA, the distribution formula factors in passenger-miles traveled, population density, and other factors associated with each transit provider. The three regional transit authorities (RTAs) in the Boston Region MPO area are the Massachusetts Bay Transportation Authority (MBTA), MetroWest Regional Transit Authority (MWRTA), and Cape Ann Transportation Authority (CATA). The MBTA, with its extensive transit program and infrastructure, is the recipient of the preponderance of federal transit funds in the region.

The Federal Transit Administration (FTA) distributes funding to transit agencies through several different programs. As previously noted, the MPO also converts some of its FHWA funding to FTA to support transit investments. Table 2-2 shows FTA programs in the BIL that support transit investments in the FFYs 2025–29 TIP.

Table 2-2
Federal Transit Administration Programs Applicable to the FFYs 2025–29 Transportation Improvement Program

Bipartisan Infrastructure Law Program	Eligible Uses
Urbanized Area Formula Grants (Section 5307)	Transit capital and operating assistance in urbanized areas
Fixed Guideway/Bus (Section 5337)	Replacement, rehabilitation, and other state-of-good-repair capital projects
Bus and Bus Facilities (Section 5339)	Capital projects to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities
Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities
Fixed-Guideway Capital Investment Grants (Section 5309)	Grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors

Source: Federal Transit Administration.

INVESTMENT FRAMEWORKS

MPO Investment Framework

As mentioned previously, each MPO in the state can decide how to prioritize the Regional Target funding it receives through the processes established by FHWA and MassDOT. The Boston Region MPO's LRTP defines the investment framework that informs the specific investment decisions made in the TIP by establishing

- the MPO's transportation vision, goals, and objectives, which shape the MPO's project evaluation criteria;
- MPO investment programs; and
- other guidelines that help the MPO determine how to allocate funding across its investment programs.

MPO Goals and Objectives

The MPO's goals and objectives provide the foundation for the evaluation criteria that the MPO board uses when selecting transportation projects to be funded with Regional Target dollars. MPO staff compares candidate projects' characteristics to these criteria to evaluate whether individual projects can help the MPO advance its various goals. The criteria used to select projects for this TIP are based on the MPO's goals and objectives, adopted as part of *Destination 2050*, which is the LRTP the MPO endorsed in July 2023. Chapter 1 lists these goals and objectives.

MPO Investment Programs

In *Destination 2050* and the prior LRTP, *Destination 2040*, the MPO strengthened the link between its spending and improvements to transportation performance by revising its investment programs to include a broader range of prospective projects. These investment programs focus on specific types of projects that the MPO expects will help achieve its goals and objectives for the transportation system. The MPO created these programs to give municipalities the confidence that if they design these types of projects, the MPO will be willing to fund them through the TIP:

- Complete Streets
- Intersection Improvements
- Bicycle Network and Pedestrian Connections
- Major Infrastructure (including highway funds flexed to major transit infrastructure)

- Community Connections
- Transit Transformation
- Bikeshare Support

The MPO has taken a clear stance that investing in transit is central to improving the region's broader transportation system. The MPO established the Transit Modernization program in *Destination 2040*, which became the Transit Transformation program in *Destination 2050*. The Transit Transformation program represents a significant shift in the MPO's investment strategy as funding will be allocated to transit projects on an annual basis. In prior years, the MPO only funded transit projects on a one-off basis when funding was requested for specific projects in the region. By creating the programming infrastructure to reallocate Regional Target highway funds to transit projects annually, the Boston Region MPO has established itself as a leader among MPOs nationally by crafting an investment strategy that is truly multimodal.

The MPO funded multiple Transit Transformation projects in FFY 2025 and FFY 2026 to make use of funding surpluses. The MPO has also continued to reserve funding in the amount of $5 million in FFY 2026 and $6.5 million in each following fiscal year for future allocation. The MPO will continue to work with municipalities and transit providers in the region to identify transit needs and determine the most effective use of this funding; the FFYs 2025–29 TIP invested in five projects from regional transit authorities, a first for the Transit Transformation program. In addition to two other MBTA projects in Central Square in Cambridge and Boston's Roxbury neighborhood, a systemwide Pedal-and-Park modernization project spanning 13 MBTA stations in nine municipalities was funded by the MPO in FFY 2025.

As with the original Transit Modernization program, the MPO also will continue to work with municipalities to develop and fund transit improvements as part of larger projects through the Complete Streets investment program. In *Destination 2040*, the MPO added dedicated bus lanes and climate resiliency measures as eligible projects.

In this FFYs 2025–29 TIP, the MPO funded 10 other Community Connections projects in addition to the 34 projects funded in the previous four TIP cycles. Funding for the Community Connections, Transit Transformation, and Bikeshare Support Programs continues to be reserved in FFYs 2026–29 for allocation in future TIP cycles.

More information on the projects selected for funding in each of the MPO's investment programs can be found in Chapter 3.

Other Funding Guidelines

Major Infrastructure Projects

Since 2015, the MPO has chosen to prioritize lower-cost, smaller-scale projects in most investment areas, while limiting larger projects to the Major Infrastructure program. Early in the development of the FFYs 2022–26 TIP, the MPO reassessed its definition of Major Infrastructure projects, adopting a new definition through sequential votes on August 20, 2020, and October 1, 2020. This revised definition persists in the FFYs 2025–29 TIP. The MPO previously defined Major Infrastructure projects as those that cost more than $20 million or that add capacity to the transportation network. The MPO's revised definition classifies Major Infrastructure projects as follows:

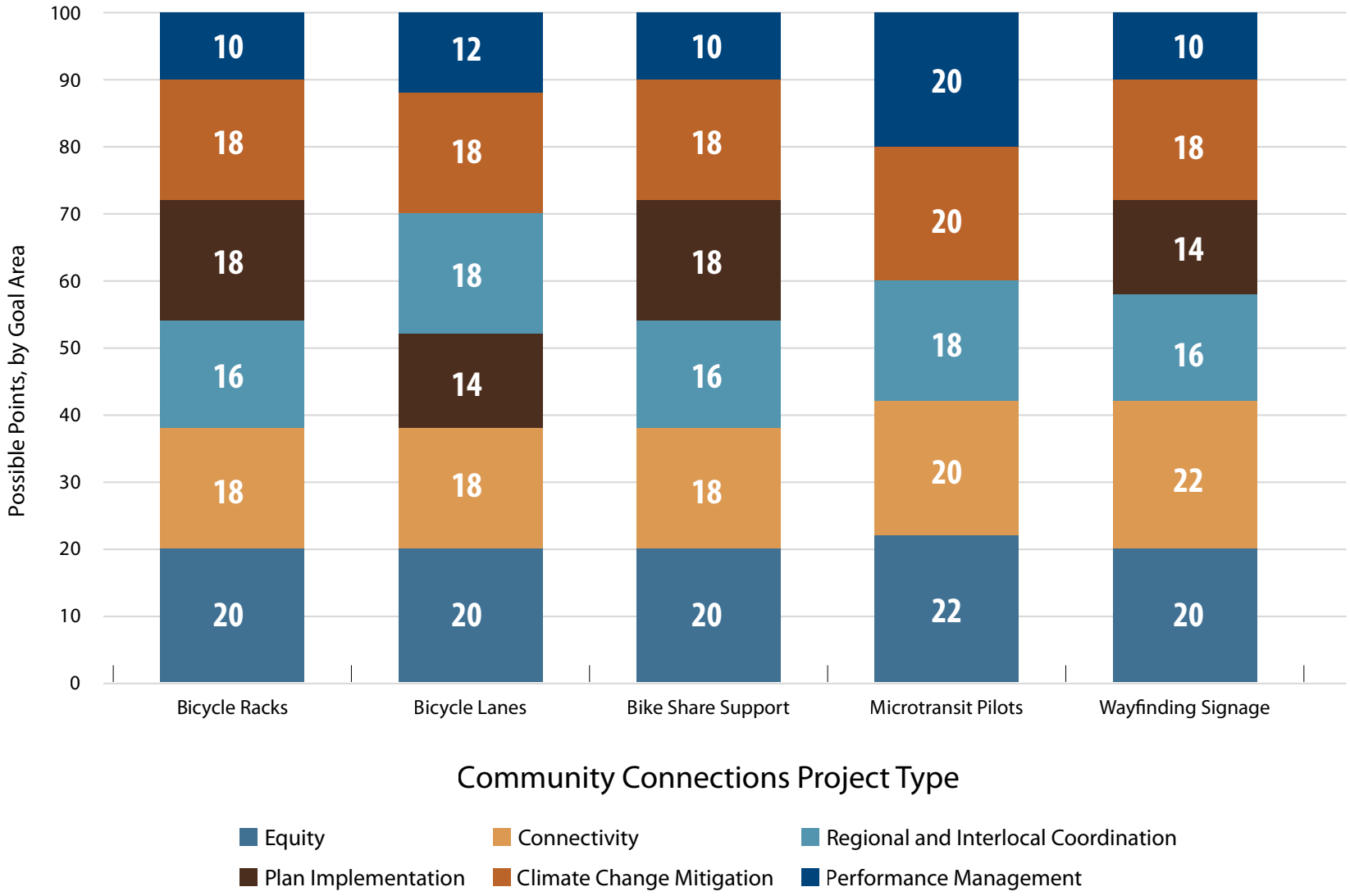
- Roadway projects:
  - Capital projects that improve facilities that are important to regional travel, which include
    - interstate highways
    - principal arterial freeways and expressways
    - all sections of roadways classified as principal arterial "other" that have fully or partially controlled access
  - Regionally significant projects that cost $50 million or more
- Transit projects:
  - Capital projects that add new connections to or extend the rail or fixed guideway transit network
  - Regionally significant projects that cost $50 million or more

Under the MPO's prior Major Infrastructure definition, the relatively low-cost threshold caused several large-scale Complete Streets projects to be classified as Major Infrastructure projects although they were local in nature. The changes outlined above are intended to focus the Major Infrastructure investment program on those projects that are of significant scale or that are truly important for the broader region. This allows the MPO to better compare projects when conducting project evaluations.

Categorizing Projects

Because the MPO considers the five-year distribution of TIP funds across its investment programs relative to the goals set forth in the LRTP (as shown in Figure 2-2), properly categorizing projects is a critical component of the MPO's decision-making process. Funding allocation goals are some of the LRTP-based guidelines the MPO employs to ensure limited Regional Target funding is programmed in ways that best achieve the MPO's goals for transportation in the region.

Figure 2-1
***Destination 2050* Funding Goals by MPO Investment Program**



Source: Boston Region MPO.

Project Cost Estimates

The MPO requires that project proponents submit 25 percent designs and obtain an updated cost estimate for their project prior to being programmed in the TIP. This standard was set by the MPO as part of a multi-pronged effort to reduce the prevalence of cost increases and delays for projects that have already been selected for funding in the TIP.

MassDOT and Transit Agency Investment Frameworks

MassDOT and the MBTA each update their rolling five-year Capital Investment Plans (CIP) on an annual basis. MassDOT's CIP identifies priority roadway, bridge, and statewide infrastructure projects for the five MassDOT divisions and includes funding for specific transit projects such as the South Coast Rail. The MBTA's CIP outlines the agency's five-year investment strategy for transit projects in its service area. Both CIP processes use a similar framework that prioritizes funding according to statewide strategic goals for the transportation system. Reliability is the top priority for MassDOT and the MBTA, followed by modernization and then expansion. Both agencies have created investment programs for their respective CIPs that relate to these strategic goals and allocate funding to these programs in ways that emphasize their priority. These goals and investment programs are as follows:

- Reliability: These investments are oriented toward maintaining and improving the overall condition and reliability of the transportation system. They include capital maintenance projects, state-of-good-repair projects, and other asset management and system preservation projects. The MassDOT Highway Division programs in this area include the Bridge Program—including inspections, systematic maintenance, and National Highway System (NHS) and non-NHS improvements—the Pavement Program, the Roadway Improvements Program, and the Safety Improvements Program. MBTA reliability programs include its Revenue Vehicles Program; Track, Signals, and Power Program; Bridge and Tunnel Program; Stations Program; Facilities Program; and Systems Upgrade/Other investments.

- Modernization: These investments enhance the transportation system to make it safer and more accessible and to accommodate growth. These projects address compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements; exceed state-of-good-repair thresholds to modernize existing assets; and provide expanded capacity to accommodate current or anticipated demand on transportation systems. The MassDOT Highway Division programs in this area include the Americans with Disabilities Act (ADA) Retrofit Program, the Intersection Improvement Program, the Intelligent Transportation System (ITS) Program, and the Roadway Reconstruction Program. MBTA programs in this area include the Red and Orange Line Improvements Program, the Commuter Rail Safety and Resiliency Program, the Accessibility Program, the Risk Management and Mitigation Program, the Automated Fare Collection (AFC) Program, the Rail Transformation Program, and the Customer Experience and Technology Improvements Program.

- Expansion: These investments provide more diverse transportation options for communities throughout the Commonwealth. They expand highway, transit, and rail networks and/or services, or they expand bicycle and pedestrian networks to provide more transportation options and address health and sustainability objectives. The MassDOT Highway Division programs in this area include the Bicycle and Pedestrian Program and the Capacity Program. The MBTA's major expansion program is for the Red-Blue Connector extension of the Blue Line from Bowdoin Station to Charles/MGH Station.

DEVELOPING THE TIP

Project Selection Process

Overview

The MPO applies its investment framework when developing the TIP. The MPO board's process for selecting projects to receive Regional Target funding relies on evaluation criteria to help identify and prioritize projects that advance the MPO's goals. The criteria are based on the MPO's goals and objectives outlined in the LRTP. All projects are required to show consistency with the LRTP and other statewide and regional plans. Other considerations include the readiness of a project for construction and municipal support for the project. Background information about the TIP project evaluation process is presented in Appendix A.

Following the adoption of *Destination 2050* in July 2023, the MPO revised the TIP evaluation criteria to better align with the MPO's updated goals, objectives, and investment programs, including a new resilience goal area. These new criteria were employed during the project selection process for the FFYs 2025–29 TIP. The final criteria were informed by robust public engagement conducted during the development of *Destination 2050*, and developed through an update process that engaged MPO members, staff, and external stakeholders. The most significant update to the criteria for the FFYs 2025–29 TIP was the development of new and broader resilience evaluation metrics to align with the resilience goal area in *Destination 2050* and elevate resilience to equal consideration in project prioritization alongside other goal-focused TIP criteria. To develop these metrics, staff held a stakeholder workshop that engaged environmental advocates, community-based organizations, municipalities, and environmental agencies, and also distributed a survey and held one-on-one meetings with stakeholders. In addition, staff used data from this engagement to create a *Climate Resilience Guidance for Planners* StoryMap to highlight strategies and resources for municipalities to address resilience and meet new TIP criteria in project design. The outcomes of this process are discussed further in the Project Evaluation section on the following pages.

More information on these criteria is available in the Project Evaluation section of this chapter, as well as in Appendix A.

Outreach and Data Collection (October–November)

The TIP development process begins early in the federal fiscal year when cities and towns in the region designate staff as TIP contacts and begin developing a list of priority projects to be considered for federal funding. Each fall, the MPO staff asks these TIP contacts to identify their city or town's priority projects and then MPO staff elicits input from interested parties and members of the general public.

These discussions on municipalities' priority projects mark the start of a robust dialogue between MPO staff and project proponents that continues through the duration of the TIP cycle. In November of 2023, MPO staff held two virtual workshops for municipalities in the region to develop an understanding of the TIP process. MPO staff also held several one-on-one virtual office hours throughout the fall and winter for proponents to ask more detailed questions about advancing specific projects for funding.

Once project proponents have decided to pursue federal funding, they must begin the formal project initiation process. All new Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects must be initiated with the MassDOT Highway Division before they can be considered for programming in the TIP. These include projects seeking design funding as well as construction funds. MassDOT details this process on its project initiation webpage, mass.gov/info-details/massdot-highway-initiating-a-project. To be considered for programming, proponents of Community Connections, Bikeshare Support, and Transit Transformation projects must apply for funding directly to MPO staff, as these projects do not require initiation with MassDOT.

The MPO staff compiles project funding requests for projects into a Universe of Projects list, which consists of all identified projects being advanced for possible funding in a future TIP cycle. The Universe includes projects that are at advanced stages of project design, those that are undergoing preliminary engineering and design, and projects still in the conceptual planning stage. Those projects that are active municipal priorities and that are feasibly ready to be programmed in the current TIP cycle continue forward into the MPO's project evaluation process if an application is received. Projects that are not ready for programming remain in the Universe for consideration in future TIP cycles. In developing the FFYs 2025–29 TIP, MPO staff began incorporating Community Connections projects into the Universe.

Project Evaluation (December-February)

The MPO staff uses its project evaluation criteria to logically and transparently evaluate and select projects for programming in the TIP that advance the MPO's vision for transportation in the region. This process favors projects that support the following goals:

- Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.
- Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.
- Support easy and reliable movement of people and freight.
- Provide transportation options and improve access to key destinations to support economic vitality and quality of life.
- Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.
- Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.

As noted previously, the MPO undertook a process of revising the TIP evaluation criteria prior to the launch of the FFYs 2025–29 TIP to enhance the alignment between the TIP project selection process and the MPO's updated goals, objectives, and investment programs outlined in *Destination 2050*. In terms of the overall structure of the criteria, this process resulted in the following outcomes:

- The creation of criteria for the MPO's Transit Transformation program
- Revisions to the existing criteria for the MPO's Bicycle Network and Pedestrian Connections, Complete Streets, Community Connections, and Intersection Improvements, allowing for each program to have a distinct set of criteria that better evaluates the specific aspects of each type of project
- Consolidation of Major Infrastructure criteria to be classified under Complete Streets or Transit Transformation, depending on the nature of the project.

In addition to these broader structural changes, several updates were made to individual criteria to better accomplish the MPO's goals in the LRTP:

- Safety criteria were revised to provide emphasis in all areas for investments that enhance usability by vulnerable populations.
- The ways in which the MPO considers resiliency in project selection was broadened by adding a dedicated resiliency scoring category.
- New criteria were added to emphasize projects that provide access to existing or planned residential and mixed-use developments, with additional points for projects sited near 40B or Section 3A MBTA Communities developments and districts. [1]

Several other changes were made to the project evaluation criteria, which are detailed in Appendix A. The point distributions by MPO investment program and LRTP goal area are also available in Figure 2-4. Projects scored using both sets of criteria are programmed in each of these six investment programs in the FFYs 2025–29 TIP, so both sets of criteria are referenced throughout this document.

Prior to the FFYs 2025–29 TIP cycle, the MPO also undertook a parallel process to update its evaluation criteria for the smaller-scale, first- and last-mile projects considered for funding through the Community Connections Program. These adjustments were based on the lessons learned from the past four years of administering the program. In these revisions, MPO staff created a more focused set of criteria that better aligned with the types of projects pursuing funding through this program.

Revisions to the Community Connections criteria addressed the discrepancies between projects that serve a limited set of locations, such as small-scale purchases of bicycle racks or transit signal priority installations versus projects that serve larger areas, such as on-demand microtransit. The original criteria favored projects that had broad service areas. The new criteria are specific to each project type: Bicycle Lanes, Bicycle Racks, Bikeshare (Expansion and Replacement), Microtransit Pilots, and Wayfinding Signage.[2] These adjustments result in more balanced scores to better reflected the goals of the program.

More information on the scoring areas for these criteria is available in Figures 2-2 and 2-3, and all criteria are available in Appendix A. For this TIP, Community Connection projects were scored using both the old and new criteria for, so both sets of criteria are referenced throughout this document.

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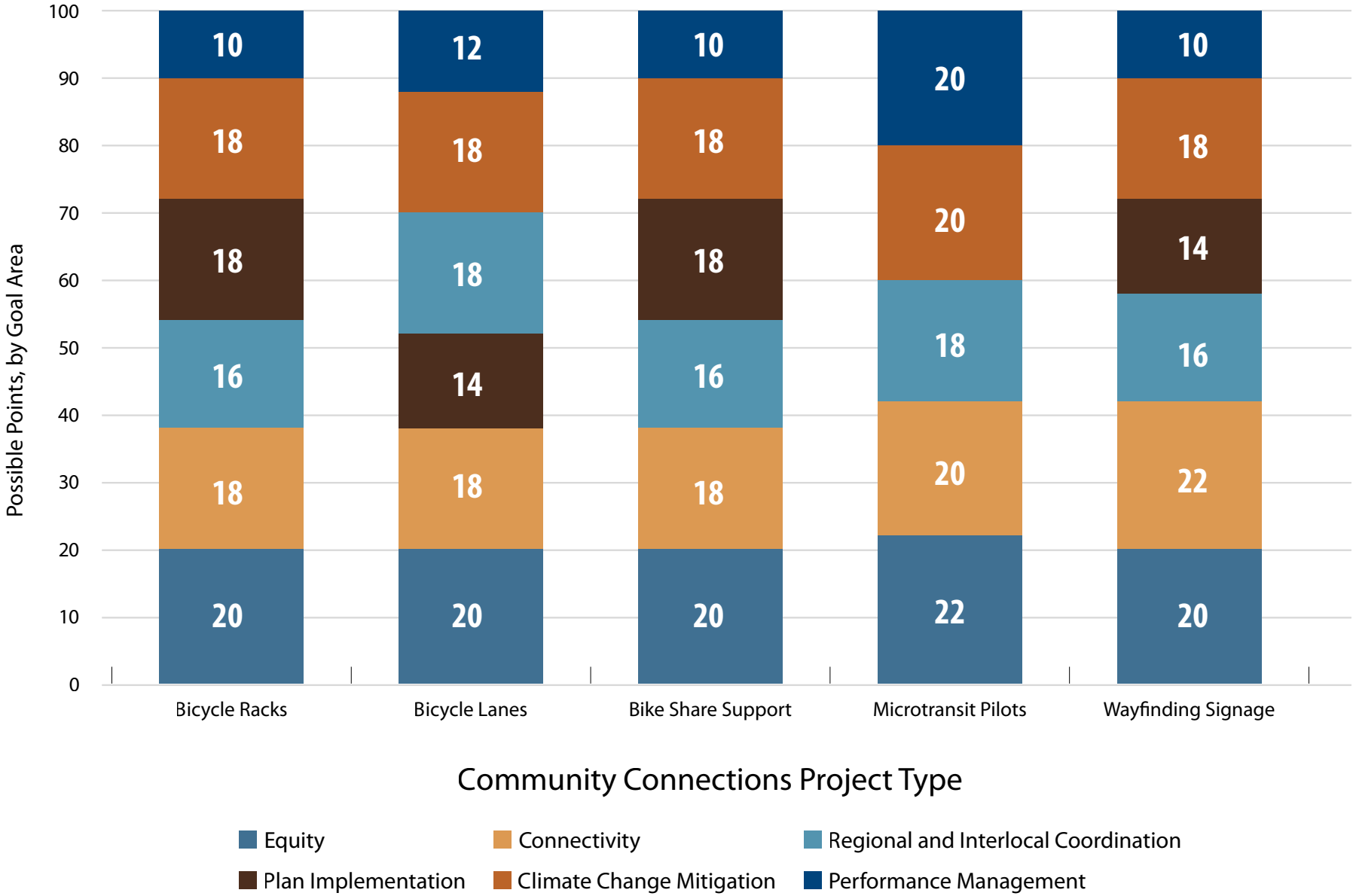
[1] *More information on the Multi-Family Zoning Requirement for MBTA Communities (Section 3A of MGL c. 40A) can be found at https://www.mass.gov/info-details/multi-family-zoning-requirement-for-mbta-communities.*

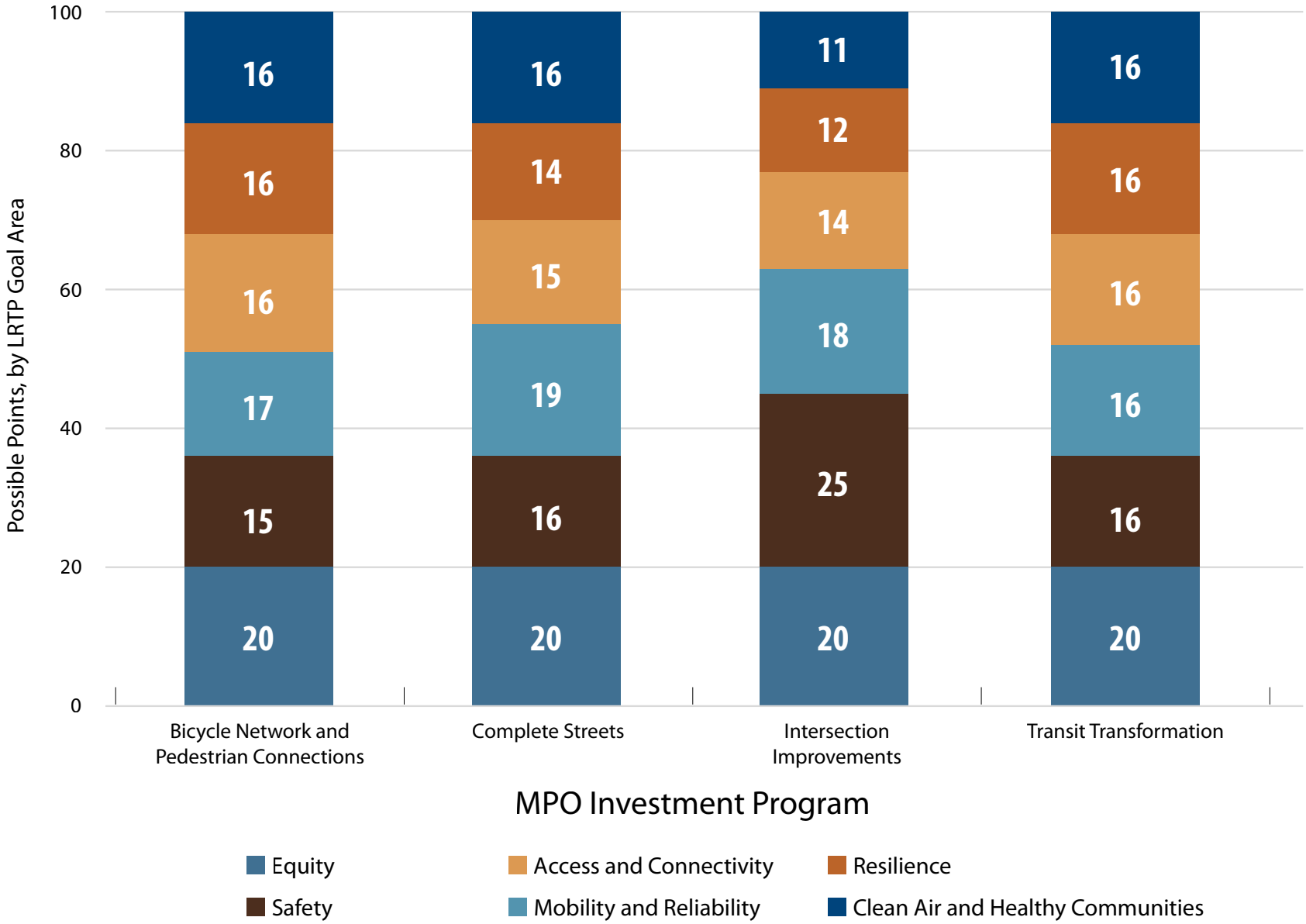
[2] *Transit signal priority and bus lane projects were incorporated under the Transit Transformation scoring criteria. They were previously under the Community Connections criteria.*

Figure 2-2
TIP Project Evaluation Criteria: Point Distributions by Community Connections Project Type



Source: Boston Region MPO.

Figure 2-3
TIP Project Evaluation Criteria: Point Distributions by Project Type (All Investment Programs except Community Connections)



LRTP = Long-Range Transportation Plan.
Source: Boston Region MPO.

In order for the MPO staff to conduct a complete project evaluation, each project proponent must provide enough information so that staff can meaningfully apply the evaluation criteria. Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and Major Infrastructure projects must have submitted 25 percent design plans to MassDOT, or its plans must include the level of detail defined in a functional design report. (See MassDOT's Project Development and Design Guide for information about the contents of a functional design report. This guide is available at mass.gov/lists/design-guides-and-manuals.)

Projects seeking design funding are required to provide a written scope or vision for development consistent with the information provided in a MassDOT Project Initiation Form. For Community Connections projects, proponents must submit a complete application to the MPO, including required supporting documentation such as budget sheets, letters of support from partner entities, and work estimates. Transit Transformation project applicants must submit an application with all relevant forms, budget sheets, and designs based on the scope of work proposed.

After MPO staff has completed an initial round of project scoring, draft scores are distributed to project proponents for their review. The MPO's goal is to assess all projects fairly and accurately, making this review a critical component of the TIP process. Proponents are encouraged to submit feedback to MPO staff on their projects' scores if they believe any criteria have been applied inaccurately. Proponents are also encouraged to submit additional supporting documentation on their projects if doing so would help clarify or correct any elements of the draft scoring. MPO staff takes all proponent feedback into consideration and makes any warranted adjustments to project scores before considering the evaluation process final and preparing the scores for presentation to the MPO.

For more details about the criteria used to score projects and project evaluation results for projects considered for programming in this TIP, see Appendix A.

TIP Readiness Day (February)

On TIP Readiness Day, MPO staff meets with members of the MassDOT Highway Division and Office of Transportation Planning to review cost and schedule changes related to currently programmed projects, which are undergoing design review, permitting, and right-of-way acquisition. The MPO board then considers these updated project construction costs and changes to the expected dates for construction advertisement when making decisions about changes to TIP programming. These changes have an impact on the ability of the MPO to program its target funds for new projects in the five-year TIP.

Between the development of the FFYs 2021–25 TIP and the FFYs 2022–26 TIP, more than half of the projects programmed by the MPO experienced cost increases, many of which represented significant increases in percentage terms or in absolute cost. These changes placed severe limitations on the MPO's ability to consider new projects for funding during the FFYs 2022–26 TIP cycle. As a partner to MassDOT's Highway Division and Office of Transportation Planning, the MPO recognizes its role in supporting the on-time and on-budget delivery of projects by proponents. For this reason, the MPO board created a committee in the wake of the FFYs 2022–26 TIP cycle to further explore the causes of project cost increases and devise MPO policy changes to support more reliable project delivery by all parties.

The TIP Project Cost Ad Hoc Committee began its work in June 2021 and advanced a set of policy recommendations to the full MPO board in September 2021. These changes were formally adopted by the MPO on November 4, 2021, and went into effect for the development of the FFYs 2023–27 TIP. In addition to the requirement that project proponents submit 25 percent design plans and obtain an updated cost estimate for their project prior to obtaining funding in the TIP, the committee's work resulted in several other policy changes. Most notably, the MPO board adopted a policy that proponents of any projects that experienced a cost increase of 25 percent or greater (for projects less than $10 million in cost) or of greater than $2.5 million (for projects more than $10 million in cost) would be required to present to the MPO board on the reasons for these cost increases. The MPO would then compare this project—at its new cost—to other projects based on a cost-effectiveness evaluation before deciding whether or not to fund the project at its higher cost. These cost changes are most often revealed through conversations between MassDOT staff and MPO staff during TIP Readiness Day, making this policy especially relevant at this stage of TIP development.

More information on the work of the TIP Project Cost Ad Hoc Committee is available in Chapter 3.

Staff Recommendation and Project Selection (March-April)

Using the evaluation scores and information gathered about project readiness (when a project likely would be fully designed and ready for advertisement) and cost, staff prepares possible TIP project programming scenarios for the MPO's consideration. When developing these scenarios, MPO staff also considers whether a project was programmed in the LRTP, LRTP-based guidelines for allocating funds to different programs or project types, the distribution of investments across the region, and availability of sufficient funding. The MPO staff gathers feedback from board members, project proponents, and the public to inform a final staff recommendation, which is then presented to the MPO for approval before it is included in the draft TIP for public review.

In the FFYs 2025–29 TIP, the MPO selected and funded 23 new projects for implementation during this TIP cycle, including the following:

- 2 Complete Streets projects
- 7 Transit Transformation projects
- 3 Bicycle Network and Pedestrian Connections projects
- 1 Intersection Improvement project
- 10 Community Connections projects, including
    - 1 Bicycle Lane project
    - 3 Bicycle Racks projects
    - 1 Bikeshare Expansion project
    - 4 Bikeshare Replacement projects
    - 1 Microtransit Pilot project

In addition to these projects, the MPO also selected 9 new projects to be funded for design work, with construction anticipated in future TIP development cycles. These projects included the following:

- 2 Complete Streets Projects
- 2 Bicycle Network and Pedestrian Connections Projects
- 2 Intersection Improvement Projects

- 1 Transit Transformation Project
- 2 Major Infrastructure projects listed in the MPO's LRTP, being designed for the Route 126/135 Interchange in Framingham and Route 4/225 Hartwell Avenue in Lexington

In total, the MPO allocated more than $51 million in this TIP cycle to projects not previously funded in the Regional Target program. More information on the projects funded in the FFYs 2025–29 TIP is available in Chapter 3.

Selection Process for Projects Prioritized by the State and Transit Agencies

As discussed above, the selection of transit, bridge, and statewide infrastructure projects for programming in the TIP draws primarily from the CIPs produced by MassDOT and the MBTA. These agencies evaluate projects for inclusion in CIP programs using criteria established by the independent Project Selection Advisory Council (PSAC). The following criteria are from the PSAC process guide project evaluation:

- System Preservation: Projects should contribute to a state of good repair on the system and align with asset management goals.
- Mobility: Projects should provide efficient and effective modal options for all users.
- Cost Effectiveness: Projects should result in benefits commensurate with costs and should be aimed at maximizing the return on the public's investment.
- Economic Impact: Projects should support strategic economic growth in the Commonwealth.
- Safety: Projects should contribute to the safety and security of people and goods in transit.
- Social Equity: Projects should equitably distribute the social, economic, and health benefits of investments among all communities.
- Environmental and Health Effects: Projects should advance state goals of improving air quality and reducing greenhouse gas emissions and pollution.
- Policy Support: Projects should get credit if they support local or regional policies or plans, or state policies not addressed through the other criteria.

Projects that receive the highest priority are those that meet each agency's goals for maintaining and improving the overall condition and reliability of the system; modernizing the system to make it safer and more accessible and to accommodate growth; and expanding and diversifying transportation options for communities. These project-

prioritization processes may also reflect other planning initiatives, such as *Focus40*, the MBTA's 25-year investment plan, or MassDOT's modal plans. More information on regulatory and planning guidance governing TIP project prioritization is available in Appendix E.

Once project prioritization is complete, programming decisions are made based on these evaluations and information regarding project readiness, program sizing, and existing asset management plans.

As discussed previously, the transit element of the TIP also includes the Federal-Aid Programs of the other two RTAs in the region, CATA and MWRTA. Once selection processes are complete for all four agencies, these agencies submit their lists of bridge and roadway projects, bicycle and pedestrian improvements, statewide infrastructure items, and transit capital projects to the MPO for review.

APPROVING THE TIP

Approval of the Draft TIP for Public Review

The MPO board considers the project evaluation results and staff recommendation when prioritizing projects for Regional Target funding. The board also considers public comments, the regional importance of projects, and other factors. In addition to prioritizing the Regional Target funding, the MPO board reviews MassDOT's proposed statewide highway programming and the proposed capital programs for the MBTA, CATA, and MWRTA before voting to release a draft TIP for public review.

The MPO board votes to release the draft document for public review and invites members of the public, municipal and elected officials, and other stakeholders in the Boston region to review the proposed TIP. The MPO staff hosts outreach events during the public review period to elicit comments on the draft document. (See Appendix C for a full list of public comments submitted on the draft TIP.)

Approval of the Draft TIP

After the public review period ends, the MPO staff and board review all public comments, and the board may change the programming or the document as appropriate before endorsing the TIP. MassDOT staff incorporates the MPO-endorsed TIP into the State Transportation Improvement Program (STIP) and submits it to the FHWA and FTA for approval. The FHWA, FTA, and US Environmental Protection Agency review the STIP and certify it by September 30, the end of the federal fiscal year.

UPDATING THE TIP

The TIP is a dynamic program that may be amended and adjusted throughout the year. Administrative modifications and amendments are often introduced because of changes in project status (advertisement readiness), project cost, project design scope, or available revenue. An amendment is a revision that requires public review and a demonstration of fiscal constraint.

Consistent with federal guidelines, the Boston Region MPO must release an amendment if there is (1) a change in project cost of $500,000 or more for projects valued at $5 million or less, or (2) a change of 10 percent or more of the project cost for projects valued greater than $5 million. TIP amendments are also released if there is a proposal to add or remove a project from the TIP or if the programming year of a project is changed. Cost changes that are less than the above threshold amounts may be considered in the form of administrative modifications or adjustments, which must still undergo MPO board action for approval. Administrative modifications or adjustments are also undertaken in the event that a project's funding source changes. Although a public review period is not required for administrative modifications or adjustments, one may be offered at the MPO board's discretion.

Regardless of the nature of an amendment, all proposed TIP amendments are presented in a public setting at an MPO meeting, and details are posted on the MPO's website, bostonmpo.org. Public notices are distributed through the MPO's email contact list, which members of the public may join by signing up on the MPO's website. Municipal staff who are TIP contacts at the affected municipalities and the public are notified of pending amendments at the start of an amendment's public review period.

A history of TIP Amendments can be found at https://www.ctps.org/tip.

Public Notice

Notices of draft TIP amendments include a summary of the amendment's contents, dates of the public review period, contact information for submitting a comment to the MPO, and the date, time, and location that the MPO will vote on that amendment. Municipal representatives and members of the public are invited to submit written or oral testimony at the MPO meetings at which amendments are discussed or voted upon.

The MPO typically holds a 21-day public review period before taking final action on an amendment. In extraordinary circumstances, the MPO may vote to shorten the public review period to a minimum of 15 days. These circumstances are detailed in the MPO's Public Engagement Plan.

The MPO's website is the best place to find current information about the TIP. All changes to the draft TIP and changes to the endorsed TIP, such as amendments and modifications that have been approved by the MPO, are available on the TIP webpage, bostonmpo.org/tip.

Comments or questions about the draft TIP materials may be submitted directly to the MPO staff via the website, email, or US mail, or voiced at MPO meetings and other public MPO events.

Chapter 3

Highway and Transit Programming

The Transportation Improvement Program (TIP) tables included in this chapter present a listing of all the projects and programs funded with federal highway and transit aid in the Boston region during federal fiscal years (FFYs) 2025–29. These funding tables are also included as part of the State Transportation Improvement Program (STIP).

Table 3-1 presents a summary of the Boston Region Metropolitan Planning Organization's (MPO) share of Regional Target funds from the Federal-Aid Highway Program. The allocation of these funds is constrained by projections of available federal aid. As shown in Table 3-1, the MPO has programmed much of the available discretionary funds within the limits of projected funding for highway funding programs. As such, the FFYs 2025–29 TIP Regional Target Program complies with financial constraint requirements.

Table 3-1
Boston Region MPO Regional Target Program

	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	Total
Regional Target Obligation Authority	$128,427,689	$125,285,687	$155,132,142	$158,052,175	$161,030,608	$727,928,301
Regional Target Funds Programmed	$126,277,235	$124,569,057	$154,195,127	$157,830,836	$160,243,467	$723,115,723
Regional Target Funds Unprogrammed	$2,150,454	$716,630	$937,015	$221,339	$787,141	$4,812,578

Source: Boston Region MPO.

As discussed in Chapter 2, the signing of the Bipartisan Infrastructure Law (BIL), on November 15, 2021, increased the amount of Regional Target funding available to the Boston Region MPO in the previous FFYs 2024–28 TIP cycle by approximately nine percent from the funding levels in the FFYs 2023–27 TIP. This funding level was sustained in the development of this FFYs 2025–29 TIP. The projects selected by the MPO for funding for the first time in the FFYs 2025–29 TIP are listed in Table 3-2.

During the development of the FFYs 2025–29 TIP, the MPO had significant amounts of funding available to program in FFYs 2025, 2026, and 2029. However, there were significant shortfalls of funding in 2027 and 2028 as a result of delayed programming of 14 projects.

Projects already programmed in the TIP to receive Regional Target funds could not be accelerated, so the MPO worked with the Massachusetts Department of Transportation (MassDOT), the Massachusetts Bay Transportation Authority (MBTA), MetroWest Regional Transit Authority (MWRTA), and Cape Ann Transportation Authority (CATA) to identify other projects that could be funded in FFYs 2025 and 2026. Jointly, these agencies presented more than 13 projects to the MPO for consideration, from which the MPO selected 11 projects for funding in the Transit Transformation program in FFYs 2025 and 2026:

- Additional funding for Columbus Avenue Bus Lanes, Phase 2 ($7,500,000)
- Additional funding for Rail Transformation Early Action Items—Reading Station and Wilbur Interlocking ($6,000,000)
- Additional funding for Jackson Square Station Accessibility Improvements ($7,250,000)
- Procurement of three 29-foot compressed natural gas (CNG) buses for the MWRTA ($1,980,000)
- Design funding for improvements to customer and personnel facilities at the MWRTA's Blandin Hub ($2,500,000)
- Funding to modernize CATA's Gloucester facility ($1,293,000)
- Funding for procurement of four hybrid buses to replace four vehicles in CATA's fleet at the end of their useful life ($2,460,000)
- Funding to upgrade cashless fare payment systems for CATA's ADA and Dial-A-Ride services ($65,000)
- Partial funding to support accessibility improvements to Central Station on the MBTA Red Line, with a focus on adding a new elevator ($5,000,000)
- Funding for bus circulation improvements at Nubian Station in Boston's Roxbury neighborhood ($5,000,000)
- Funding to support the modernization of MBTA's "Pedal and Park" bicycle storage facilities at 13 MBTA stations in nine municipalities regionwide ($2,500,000).

The MPO also voted to fund two projects in FFY 2025 that were previously incorporated into MassDOT's Statewide Highway Program:

- 609531 – Arlington– Stratton School Improvements (Safe Routes to Schools) ($1,625,250)
- 611982 – Medford– Shared-Use Path Connection at the Route 28/Wellington Underpass ($5,509,294)

Because many of these projects were identified later in the project evaluation life cycle—that is, months after the regular cycle of project submissions—scoring information is included in the TIP with some delay compared to other project line items. While these projects were identified too late in the TIP cycle to be quantitatively evaluated using the MPO's scoring criteria, these projects align well qualitatively with many of the MPO's goals, including enhancing bicycle and pedestrian safety and access, and expanding the accessibility of and maintaining a state of good repair for the region's transit system. These projects may be scored using the MPO's scoring criteria in a later TIP cycle.

Table 3-2
New Regional Target Projects Funded in the FFYs 2025–29 TIP

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2025–29
Arlington- Broadway Complete Streets Design	Arlington	Complete Streets	2025	$1,395,000
Arlington- Installation of 123 Bicycle Racks and Related Materials	Arlington	Community Connections	2025	$90,878
Arlington- Stratton School Improvements (Safe Routes to Schools)	MassDOT	Bicycle and Pedestrian	2025	$1,625,250
Boston- Bluebikes Station Replacement and Electrification, 12 Stations	Boston	Community Connections	2025	$590,348
Boston- Repurposing Single Space Parking Meter Poles for 1,600 Bicycle Racks	Boston	Community Connections	2025	$379,470
Brookline- Bluebikes State of Good Repair, 3 Stations and 62 Pedal Bikes	Brookline	Community Connections	2025	$200,000
Cambridge- Bluebikes State of Good Repair, 8 Stations and 65 Pedal Bikes	Cambridge	Community Connections	2025	$385,456
CATA- CATA Gloucester Facility Modernization	CATA	Transit Transformation	2025	$1,293,000
CATA- Fare Upgrades for ADA and Dial-A-Ride Customers	CATA	Transit Transformation	2025	$65,000
CATA- Vehicle Replacement (4 Vehicles)	CATA	Transit Transformation	2025–26	$2,460,000
Chelsea-Revere- Regional On-Demand Microtransit Pilot Project	Chelsea Revere	Community Connections	2025–28	$1,413,735
Framingham- Chris Walsh Trail, Phase 2 [Design Only]	Framingham	Bicycle and Pedestrian	2025	$850,000
Holliston- Intersection Improvements at Route 16 and Whitney Street [Design Only]	Holliston	Intersection Improvements	2025	$250,000
Malden- Canal Street Bicycle Lanes	Malden	Community Connections	2025	$81,250
Marlborough- Reconstruction of Granger Boulevard [Design Only]	Marlborough	Complete Streets	2025	$1,215,000
MBTA- Central Square Station Accessibility Improvements (Cambridge)	MBTA	Transit Transformation	2025	$5,000,000
MBTA- Nubian Square Accessibility and Operational Improvements (Boston)	MBTA	Transit Transformation	2025	$5,000,000

(Table 3-2 cont.)

Project Name	Proponent	MPO Investment Program	FFYs of Funding	Regional Target Dollars Programmed in FFYs 2025–29
MBTA- Systemwide Pedal and Park Modernization (Alewife, Ashmont, Braintree, Davis Square, Forest Hills, Malden Center, Nubian, Oak Grove, Route 128, Salem, South Station, Wollaston, and Wonderland)	MBTA	Transit Transformation	2025	$2,500,000
Medford– Shared-Use Path Connection at the Route 28/ Wellington Underpass	MassDOT	Bicycle and Pedestrian	2025	$5,509,294
MWRTA- Blandin Hub Equitable Redesign Initiative	MWRTA	Transit Transformation	2025–26	$2,500,000
MWRTA- Procurement of Three 29-foot Buses	MWRTA	Transit Transformation	2025	$1,980,000
Norfolk-Wrentham-Walpole- Shared-Use Path Installation (Metacomet Greenway) [Design Only]	Norfolk Walpole Wrentham	Bicycle and Pedestrian	2025	$1,550,000
Revere- Bluebikes Expansion to Northern Strand (Salem Street at North Marshall Street) and Griswold Park	Revere	Community Connections	2025	$169,000
Scituate- Installation of 25 Bicycle Racks	Scituate	Community Connections	2025	$22,800
Sherborn- Reconstruction of Route 27 and Route 16 [Design Only]	Sherborn	Intersection Improvements	2025	$900,000
Somerville- Bluebikes State of Good Repair, 13 Stations	Somerville	Community Connections	2025	$278,127
Framingham- Design of Intersection Improvements at Route 126/135/MBTA and CSX Railroad	Framingham	Major Infrastructure	2026	$1,400,000
Lexington- Design of Safety Improvements at the Interstate 95 and Route 4/225 Interchange	Lexington	Major Infrastructure	2026	$1,650,000
Quincy- Intersection Improvements at Willard Street and Ricciuti Drive	Quincy	Intersection Improvements	2026	$1,885,352
Bellingham- Roadway Rehabilitation of Route 126 (Hartford Road), from 800 feet north of the I-495 NB off-ramp to Medway town line, including B-06-017	Bellingham	Complete Streets	2029–30	*$8,340,000
Ipswich- Argilla Road Roadway Reconstruction	Ipswich	Complete Streets	2029–30	*$3,000,000
Sudbury-Framingham- Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West	Sudbury	Bicycle and Pedestrian	2029–30	*$4,263,000
Total	**N/A**	**N/A**	**N/A**	**$51,107,417**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

* These projects are funded starting in FFY 2029 of the TIP, with further funding expected to be programmed in FFY 2030 of the FFYs 2026–30 TIP.

ADA = Americans with Disabilities Act. CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. NB = northbound. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

In addition to the project selection, several other key decisions were made by the MPO in the drafting of the FFYs 2025–29 Regional Target Program:

- The MPO allocated additional funding to three MBTA projects that it had voted to support in prior TIPs. These were the Jackson Square Station Accessibility Improvements, Rail Transformation Early Action Items at Reading Station and Wilbur Interlocking, and the Columbus Avenue Bus Lanes, Phase 2, projects. The Jackson Square project received $7.25 million in addition to the $26.25 million programmed in the FFYs 2024–28 TIP. The Rail Transformation project received $6 million in addition to the $14 million programmed in the FFYs 2024–28 TIP to address a cost increase at the Reading turn track location. The Columbus Avenue, Phase 2, project received $7.5 million in addition to the $11.75 million in FFY 2024 of the FFYs 2024–28 TIP and an additional $14.8 million programmed in FFY 2021 of the FFYs 2021–25 TIP. The total contribution by the Boston Region MPO to these projects is $33.5 million for Jackson Square Station Accessibility Improvements, $20 million for Rail Transformation Early Action Items at Reading Station and Wilbur Interlocking, and $34.05 million for Columbus Avenue Bus Lanes, Phase 2.
- The MPO programmed $6.15 million for six projects in eight municipalities in FFY 2025 for a design pilot funding program intended to reduce barriers for municipalities that plan to advance projects for Regional Target funding, as programming on the TIP requires the completion of 25 percent design plans.
- The MPO programmed $3.05 million to design two projects in FFY 2026. These projects, the Route 4/225 Interchange project in Lexington and Intersection Improvements at Route 126/135/MBTA and CSX Railroad in Framingham, are listed in the MPO's Long-Range Transportation Plan. These projects will be scored in the development of the FFYs 2026–30 TIP for their design funding as FFY 2026 approaches.
- The programmed amount of Project 607981, Somerville—McGrath Boulevard Construction, was increased to $30,310,000 in FFY 2029. Prior advance construction schedules for the project recommended $20,000,000 in FFY 2029 and $13,840,000 in FFY 2030. This action was taken to alleviate financial pressures on future TIP cycles.
- The programmed amount of Project 606226, Boston–Reconstruction of Rutherford Avenue from City Square to Sullivan Square, was increased to $45,000,000 in FFY 2029. Prior advance construction schedules for the project recommended $33,500,000 in FFY 2029. This action was taken to alleviate financial pressures on future TIP cycles through FFY 2032.

In order to address funding constraints in FFY 2027, the MPO voted to delay Project 610662, Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street and Montvale Avenue, to FFY 2029 given a lack of significant design progress on the project since the FFYs 2021–25 TIP cycle.

Additional details of the specific projects programmed with Regional Target funding are shown in Section 1A of each annual element of the TIP tables (Table 3-7). The other sections in Table 3-7 (Sections 1B, 2A, 2B, 2C, and 3B) list the following:

- Projects funded with earmarks or discretionary grant funds
- State-prioritized bridge repairs and rehabilitation, pavement maintenance, safety improvements, retrofits for accessibility (as required by the Americans with Disabilities Act), intersection improvements, roadway reconstruction, and bicycle and pedestrian projects

Tables 3-8, 3-9, 3-10, and 3-11 list the federally funded transit projects and programs in the Boston region that the MBTA, MWRTA, and CATA plan to undertake.

Detailed descriptions of projects funded through both the Regional Target and statewide portions of the Highway Program follow the tables. The descriptions note the evaluation scores (for MPO-funded projects), project proponents, and funding details. The pages are organized alphabetically by the municipality in which each project is located.

INVESTMENT SUMMARY

This section summarizes the investments made by the Boston Region MPO, MassDOT, MBTA, CATA, and MWRTA that are documented in the FFYs 2025–29 TIP. Table 3-3 shows the Boston Region MPO's investments of Regional Target funding—including both the number of projects and the dollar amount—by investment program. These investments are aimed at making progress towards the MPO's goals for the region, including enhancing safety for all users, preserving and modernizing the transportation system, promoting mobility and reducing congestion, supporting clean air and sustainability, ensuring all have equitable access to the transportation system, and fostering economic vitality in the region through investments in transportation.

The MPO's Regional Target Program increased in size by approximately $30.4 million between the FFYs 2024–28 TIP and the FFYs 2025–29 TIP to a total program size of more than $727.9 million.

Table 3-3
FFYs 2025–29 Boston Region MPO Regional Target Investment Summary

MPO Investment Program	Number of Projects	Regional Target Dollars Programmed
Bicycle Network and Pedestrian Connections	10	$69,238,369
Community Connections (allocated to projects)	16	$5,154,222
Community Connections (not yet allocated to projects)*	N/A	$15,423,415
Complete Streets	21	$334,236,398
Intersection Improvements	8	$47,155,319
Major Infrastructure—Roadway	4	$171,860,000
Transit Transformation (allocated to projects)	11	$55,548,000
Transit Transformation (not yet allocated to projects)	N/A	$24,500,000
Unprogrammed	N/A	$4,812,578
Total	**70**	**$727,928,301**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.
* This figure includes $7 million in BikeShare Support funding starting in FFY 2026.
FFY = federal fiscal year. MPO = metropolitan planning organization. N/A = not applicable.
Source: Boston Region MPO.

Table 3-4 shows MassDOT's FFYs 2025–29 TIP investments—including both the number of projects or programs and the dollar amount—organized by MassDOT program. MassDOT's investments are distributed across a variety of programs and will support bridge and pavement improvements, roadway improvements and reconstruction, new bicycle and pedestrian infrastructure, and safety improvements. More details on these investments are available on the project description pages in the second section of this chapter.

As detailed above for the MPO's Regional Target Program, the BIL significantly increased the funding available to MassDOT for programming projects in the statewide Highway Program. Most notably, the BIL's Bridge Formula Program allowed MassDOT to increase the funding allocated to federal-aid bridge projects. Furthermore, FFY 2026 represents the conclusion of Grant Anticipation Notes (GANS) payments for MassDOT's Accelerated Bridge Program (ABP). As this program winds down, the passage of the 2021 Massachusetts Transportation Bond Bill and the new federal funding available through the BIL has allowed for the creation of MassDOT's Next Generation Bridge Program (NGBP).

Like the ABP, the NGBP leverages state bonding capacity to accelerate the rehabilitation and replacement of critical or structurally deficient bridges in Massachusetts. In the FFYs 2025–29 TIP, 13 bridge projects are funded by MassDOT through the NGBP using state bond bill funds. These projects are shown in the TIP as debt payments on these bonds, which will use future federal formula funding.

Continued funding from the BIL supports increased investment across MassDOT's other programs represented in the FFYs 2025–29 TIP, including the Bicycle and Pedestrian Program, the Intersection Improvements Program, the Interstate and Non-Interstate Pavement Programs, the Roadway Reconstruction Program, and the Safety Improvements Program. MassDOT's Highway Program is substantively similar in total programming between the FFYs 2024–28 TIP and FFYs 2025–29 TIP. The FFYs 2025–29 TIP introduces a new Highway Resiliency Improvement Program.

Table 3-4
FFYs 2025–29 MassDOT Highway Program Investment Summary

MassDOT Program	Number of Projects	MassDOT Dollars Programmed
Bicycle and Pedestrian	11	$59,536,059
Federal-Aid Bridge Program	38	$859,070,202
Next Generation Bridge Program	13	$261,283,061
Earmarks or Discretionary Grants*	3	$14,690,359
Highway Resiliency Improvement Program	4	$23,084,295
Intersection Improvements	7	$43,504,651
Interstate Pavement	6	$101,152,160
Non-Interstate Pavement	7	$46,821,976
Roadway Reconstruction	5	$127,321,017
Safety Improvements	5	$29,062,449
Safe Routes to School	13	$20,712,494
Non-Federal Aid (NFA)	1	$53,360,000
Total	**113**	**$1,639,598,723**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

* Three projects receiving earmark funding are also receiving funding through other sources: Project 607977—Interstates 90/495 Interchange Reconstruction—is funded through MassDOT's Roadway Reconstruction and NFA Programs; Project 605313—Natick Bridge Replacement over Route 9 and Interchange Improvements—is funded through MassDOT's Bridge On-System NHS NB Program; and Project 608436—Ashland Rehabilitation and Rail Crossing Improvements on Cherry Street—is funded through MassDOT's Railroad Crossings Program. Each project is counted in the tally for each funding category but is only counted once in the total number of projects funded.

Table 3-5 shows the MBTA's programs and associated FFYs 2025–29 TIP funding amounts. Additional details on the MBTA's programs and projects are in Tables 3-8 and 3-9. The MBTA's capital program is substantively similar between FFYs 2024–28 TIP and the FFYs 2025–29 TIP, decreasing from a total program size of $3.99 billion to $3.85 billion. Investments made through these programs allow the MBTA to continue to maintain and modernize its infrastructure in support of the agency's role as the largest transit provider in the Commonwealth of Massachusetts.

The MBTA caters to a wide range of needs, serving the Boston region with commuter rail, light rail, subway, fixed-route bus, and paratransit services. The MBTA prioritizes projects that keep the existing transit system in a state of good repair, including the purchase of new rolling stock, accessibility and resiliency improvements to stations, the rehabilitation of bridges and tunnels, and the replacement of tracks and signals to support system-wide reliability. Limited system expansion projects are also undertaken through the MBTA's federal capital program. Further information on how the MBTA's investments support system safety and condition is available in Chapter 4.

Table 3-5
FFYs 2025–29 MBTA Transit Program Investment Summary

Federal Transit Administration Program	MBTA Program	MBTA Dollars Programmed
Section 5307: Urbanized Area Formula Grants	Bridge and Tunnel Program	$95,000,000
Section 5307: Urbanized Area Formula Grants	Revenue Vehicle Program	$672,627,205
Section 5307: Urbanized Area Formula Grants	Signals/Systems Upgrade Program	$216,549,653
Section 5307: Urbanized Area Formula Grants	Stations and Facilities Program	229,376,680
Section 5337: Fixed Guideway/Bus Funds	Bridge and Tunnel Program	$612,484,215
Section 5337: Fixed Guideway/Bus Funds	Revenue Vehicle Program	$207,097,948
Section 5337: Fixed Guideway/Bus Funds	Signals/Systems Upgrade Program	$179,111,523
Section 5337: Fixed Guideway/Bus Funds	Stations and Facilities Program	$373,116,657
Section 5307: Urbanized Area Formula Grants	Preventive Maintenance	$46,821,976
Section 5337: Fixed Guideway/Bus Funds	Preventive Maintenance	$132,328,125
Section 5339: Bus and Bus Facilities Funds	Bus Program	$39,911,811
Other Federal Funds	Positive Train Control*	$100,085,333
Other Federal Funds	RRIF/TIFIA Financing Program†	$797,500,000
Other Federal Funds	FFY 2025 Flex from Boston Region MPO Regional Prioritization	$47,250,000
Total	**N/A**	**$3,749,314,149**

Note: Federal Transit Administration formula funds (Sections 5307, 5337 and 5339) are based on estimated apportionments for FFYs 2025–29. These apportionments include additional funding to be made available through the Bipartisan Infrastructure Law, based on current estimates. TIP programs and projects are based on a preliminary draft Capital Investment Plan (CIP) as of April 2022. Adjustments will be made to federal projects and budgets as the CIP process is finalized. Funding amounts in this table include both federal and non-federal funds, including matching funds.

* Positive Train Control investments are funded with RRIF funds.

† RRIF/TIFIA financing program funding is an initial estimate and will be refined as projects are identified and loans are finalized with the Build America Bureau.

FFY = federal fiscal year. N/A = not applicable. RRIF = Railroad Rehabilitation and Improvement Financing. TIFIA = Transportation Infrastructure Finance and Innovation Act. TIP = Transportation Improvement Program.

Sources: MBTA and the Boston Region MPO.

Table 3-6 summarizes CATA and MWRTA investments included in the FFYs 2025–29 TIP, and more information is available on each agency's investments in Tables 3-10 and 3-11. Though the MBTA provides commuter rail service to the Cape Ann communities of Rockport and Gloucester, CATA provides additional paratransit and fixed-route bus services to these communities and to Danvers, Peabody, Ipswich, Essex, and Beverly. CATA's federal capital program supports its role in providing critical transportation alternatives to residents and visitors of the area, including through the replacement of buses, the modernization of facilities, and the maintenance of assets.

MWRTA similarly complements MBTA commuter rail service, operating fixed-route bus, on-demand microtransit, and commuter shuttle services to a number of communities in the MetroWest subregion. MWRTA's federal capital program supports this mission by funding vehicle replacements, station and facility maintenance and improvements, and operating assistance for paratransit services, among other efforts. Other MWRTA projects funded in the MWRTA's capital program include the electrification of the agency's paratransit fleet and investments in technology to support travel training and customer service efforts.

The program sizes for CATA and MWRTA increased greatly between the FFYs 2024–28 TIP and FFYs 2025–29. This was driven by a 91 percent increase in the state budget for regional transit authorities in state fiscal year 2024. These agencies collectively received an approximate $41.52 million increase in funding levels in this TIP, increasing from $65.36 million to a total program size of $106.88 million. This funding level also includes approximately $8.3 million in flexed funding from the Boston Region MPO's Regional Target Program between FFYs 2025 and 2026.

Table 3-6
FFYs 2025–29 CATA and MWRTA Transit Program Investment Summary

Regional Transit Authority	Federal Transit Administration Program	RTA Dollars Programmed
CATA	Section 5307: Urbanized Area Formula Funding	$5,374,400
CATA	State Transportation Bond Capital Assistance	$7,158,750
CATA	Municipal and Local Assessments	$500,000
MWRTA	Section 5307: Urbanized Area Formula Funding	$25,847,172
MWRTA	Section 5339: Bus and Bus Facilities	$11,474,981
MWRTA	State Transportation Bond Capital Assistance	$12,884,064
MWRTA	Other Federal	$43,637,496
Total	**N/A**	**$106,876,863**

Note: Funding amounts in this table include both federal and non-federal funds, including matching funds.

CATA = Cape Ann Transportation Authority. FFY = federal fiscal year. MWRTA = Metro West Regional Transit Authority. N/A = not applicable. RTA = regional transit authority.

Sources: CATA, MWRTA, and the Boston Region MPO.

Tables 3-7 through 3-11 build on the summary tables listed above by detailing investments made through both the Highway and Transit Programs by project, program, and funding year.

Table 3-7
FFYs 2025–29 TIP Highway Table

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2025								$384,358,434	$251,898,203	$132,460,231
Section 1A / Regionally Prioritized Projects								$126,277,235	$101,321,788	$24,955,447
Roadway Reconstruction								$37,452,645	$30,262,116	$7,190,529
2025	608051	Boston Region	Wilmington	WILMINGTON- RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN C.L.	4	CMAQ	$37,452,645	$3,200,000	$2,560,000	$640,000
2025	608051	Boston Region	Wilmington	WILMINGTON- RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN C.L.	4	HSIP	$37,452,645	$3,000,000	$2,700,000	$300,000
2025	608051	Boston Region	Wilmington	WILMINGTON- RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN C.L.	4	STBG	$37,452,645	$31,252,645	$25,002,116	$6,250,529
Intersection Improvements								$3,688,311	$2,950,649	$737,662
2025	608067	Boston Region	Multiple	WOBURN- BURLINGTON- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFORD ROAD AND SOUTH BEDFORD STREET	4	CMAQ	$3,438,311	$1,978,080	$1,582,464	$395,616
2025	608067	Boston Region	Multiple	WOBURN- BURLINGTON- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFORD ROAD AND SOUTH BEDFORD STREET	4	STBG	$3,438,311	$1,460,231	$1,168,185	$292,046
2025	S12984	Boston Region	Holliston	HOLLISTON– INTERSECTION IMPROVEMENTS AT ROUTE 16 AND WHITNEY STREET [DESIGN ONLY]	3	STBG	$250,000	$250,000	$200,000	$50,000
Safe Routes to School								$1,625,250	$1,300,200	$325,050
2025	609531	Boston Region	Arlington	ARLINGTON- STRATTON SCHOOL IMPROVEMENTS (SRTS)	4	TAP	$1,625,250	$1,625,250	$1,300,200	$325,050
Bicycle and Pedestrian								$24,072,722	$19,258,178	$4,814,544
2025	610544	Boston Region	Peabody	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1	4	CMAQ	$13,966,099	$5,500,000	$4,400,000	$1,100,000
2025	610544	Boston Region	Peabody	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1	4	STBG	$13,966,099	$5,466,099	$4,372,879	$1,093,220
2025	610544	Boston Region	Peabody	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1	4	TAP	$13,966,099	$3,000,000	$2,400,000	$600,000
2025	611982	Boston Region	Medford	MEDFORD- SHARED USE PATH CONNECTION AT THE ROUTE 28/ WELLINGTON UNDERPASS	4	CMAQ	$5,509,294	$5,509,294	$4,407,435	$1,101,859
2025	S12958	Boston Region	Boston	BOSTON- BLUEBIKES STATION REPLACEMENT AND ELECTRIFICATION, 12 STATIONS		STBG	$590,348	$590,348	$472,278	$118,070
2025	S12959	Boston Region	Boston	BOSTON- REPURPOSING SINGLE SPACE PARKING METER POLES FOR 1600 BICYCLE RACKS		CMAQ	$379,470	$379,470	$303,576	$75,894
2025	S12960	Boston Region	Cambridge	CAMBRIDGE- BLUEBIKES STATE OF GOOD REPAIR, 8 STATIONS AND 65 PEDAL BIKES		STBG	$385,456	$385,456	$308,365	$77,091
2025	S12961	Boston Region	Brookline	BROOKLINE- BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES		STBG	$200,000	$200,000	$160,000	$40,000
2025	S12962	Boston Region	Somerville	SOMERVILLE- BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES		STBG	$278,127	$278,127	$222,502	$55,625
2025	S12964	Boston Region	Revere	REVERE- BLUEBIKES EXPANSION TO NORTHERN STRAND (SALEM STREET AT NORTH MARSHALL STREET) AND GRISWOLD PARK		CMAQ	$169,000	$169,000	$135,200	$33,800
2025	S12965	Boston Region	Arlington	ARLINGTON- INSTALLATION OF 123 BICYCLE RACKS AND RELATED MATERIALS		CMAQ	$90,878	$90,878	$72,702	$18,176

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2025	S12966	Boston Region	Malden	MALDEN- CANAL STREET BICYCLE LANES		CMAQ	$81,250	$81,250	$65,000	$16,250
2025	S12967	Boston Region	Scituate	SCITUATE- INSTALLATION OF 25 BICYCLE RACKS		CMAQ	$22,800	$22,800	$18,240	$4,560
2025	S12981	Boston Region	Multiple	NORFOLK-WRENTHAM-WALPOLE- SHARED-USE PATH INSTALLATION (METACOMET GREENWAY) [DESIGN ONLY]	5	TAP	$1,550,000	$1,550,000	$1,240,000	$310,000
2025	S12982	Boston Region	Framingham	FRAMINGHAM– CHRIS WALSH TRAIL PHASE 2 [DESIGN ONLY]	3	TAP	$850,000	$850,000	$680,000	$170,000
Transit Grant Program								**$7,731,777**	**$6,185,422**	**$1,546,355**
2025	S12697	Boston Region	Watertown	PLEASANT STREET SHUTTLE SERVICE EXPANSION	6	CMAQ	$1,002,198	$228,939	$183,151	$45,788
2025	S12699	Boston Region	Stoneham	STONEHAM SHUTTLE SERVICE	4	CMAQ	$796,817	$205,189	$164,151	$41,038
2025	S12963	Boston Region	Multiple	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT		CMAQ	$1,413,375	$499,649	$399,719	$99,930
2025	S12968	Boston Region		CATA– FARE UPGRADES FOR ADA AND DIAL-A-RIDE CUSTOMERS	4	CMAQ	$65,000	$65,000	$52,000	$13,000
2025	S12969	Boston Region	Gloucester	CATA– GLOUCESTER FACILITY MODERNIZATION	4	CMAQ	$1,293,000	$1,293,000	$1,034,400	$258,600
2025	S12970	Boston Region		CATA– VEHICLE REPLACEMENT (4 VEHICLES)	4	CMAQ	$2,460,000	$1,710,000	$1,368,000	$342,000
2025	S12971	Boston Region	Framingham	MWRTA– BLANDIN HUB EQUITABLE REDESIGN INITIATIVE	3	CMAQ	$2,500,000	$1,750,000	$1,400,000	$350,000
2025	S12972	Boston Region		MWRTA– PROCUREMENT OF THREE 29 FOOT BUSES (CNG)		CMAQ	$1,980,000	$1,980,000	$1,584,000	$396,000
Flex to FTA								**$48,196,530**	**$38,557,224**	**$9,639,306**
2025	S12700	Boston Region	Multiple	CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION – ROCKPORT AND LANESVILLE	4	CMAQ	$813,291	$214,776	$171,821	$42,955
2025	S12701	Boston Region	Multiple	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION - HUDSON AND MARLBOROUGH	3	CMAQ	$450,163	$159,488	$127,590	$31,898
2025	S12703	Boston Region	Multiple	MONTACHUSETT RTA MICROTRANSIT SERVICE – ON-DEMAND SERVICE FOR BOLTON, BOXBOROUGH, LITTLETON, STOW	3	CMAQ	$1,316,061	$406,641	$325,313	$81,328
2025	S12807	Boston Region	Multiple	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	3	CMAQ	$380,477	$165,625	$132,500	$33,125
2025	S12819	Boston Region	Boston	JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	6	CMAQ	$33,500,000	$21,250,000	$17,000,000	$4,250,000
2025	S12974	Boston Region	Cambridge	MBTA– CENTRAL SQUARE STATION ACCESSIBILITY IMPROVEMENTS (CAMBRIDGE)		CMAQ	$5,000,000	$5,000,000	$4,000,000	$1,000,000
2025	S12975	Boston Region	Multiple	MBTA– SYSTEMWIDE PEDAL AND PARK MODERNIZATION (ALEWIFE, ASHMONT, BRAINTREE, DAVIS SQUARE, FOREST HILLS, MALDEN CENTER, NUBIAN, OAK GROVE, ROUTE 128, SALEM, SOUTH STATION, WOLLASTON, WONDERLAND)		CMAQ	$2,500,000	$2,500,000	$2,000,000	$500,000
2025	S12976	Boston Region	Boston	MBTA– NUBIAN SQUARE ACCESSIBILITY AND OPERATIONAL IMPROVEMENTS (BOSTON)		CMAQ	$5,000,000	$5,000,000	$4,000,000	$1,000,000
2025	S12985	Boston Region	Boston	MBTA– COLUMBUS AVENUE BUS LANES PHASE II (BOSTON)	6	CMAQ	$7,500,000	$7,500,000	$6,000,000	$1,500,000
2025	S12986	Boston Region	Multiple	MBTA– RAIL TRANSFORMATION EARLY ACTION ITEMS - READING STATION AND WILBUR INTERLOCKING	4	CMAQ	$6,000,000	$6,000,000	$4,800,000	$1,200,000
Non-Interstate Pavement								**$3,510,000**	**$2,808,000**	**$702,000**
2025	S12979	Boston Region	Arlington	ARLINGTON– BROADWAY COMPLETE STREETS DESIGN	4	STBG	$1,395,000	$1,395,000	$1,116,000	$279,000
2025	S12980	Boston Region	Marlborough	MARLBOROUGH– RECONSTRUCTION OF GRANGER BOULEVARD [DESIGN ONLY]	3	STBG	$1,215,000	$1,215,000	$972,000	$243,000
2025	S12983	Boston Region	Sherborn	SHERBORN– RECONSTRUCTION OF ROUTE 27 AND ROUTE 16 [DESIGN ONLY]	3	STBG	$900,000	$900,000	$720,000	$180,000

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Section 1B / Earmark or Discretionary Grant Funded Projects								**$75,137,846**	**$60,110,277**	**$15,027,569**
Earmark Discretionary								**$14,210,359**	**$11,368,287**	**$2,842,072**
2025	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	HIP-BR	$300,942,837	$13,935,359	$11,148,287	$2,787,072
2025	S12907	Boston Region	Framingham	Framingham - Chris Walsh Aqueduct Trail Connectivity Project (Design Earmark MA275)	3	HPP	$275,000	$275,000	$220,000	$55,000
Bridge On-system Non-NHS NB								**$7,209,518**	**$5,767,614**	**$1,441,904**
2025	608522	Boston Region	Middleton	MIDDLETON- BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWICH RIVER	4	HIP-BR	$3,635,960	$3,635,960	$2,908,768	$727,192
2025	608865	Boston Region	Multiple	STONEHAM- WINCHESTER- DECK REPLACEMENT, S-27-008=W-40-030 (2M5), MARBLE STREET OVER I-93	4	HIP-BR	$3,573,558	$3,573,558	$2,858,846	$714,712
Bridge On-system Non-NHS NB								**$52,520,197**	**$42,016,158**	**$10,504,039**
2025	612073	Boston Region	Sharon	SHARON- BRIDGE PRESERVATION OF S-09-015 AND S-09-016 ALONG THE I-95 CORRIDOR	5	HIP-BR	$1,329,697	$1,329,697	$1,063,758	$265,939
2025	613178	Boston Region	Lexington	LEXINGTON- DECK REPLACEMENT, L-10-019 (2DW, 2DX), STATE ROUTE 2/CONCORD TURNPIKE OVER PLEASANT STREET	4	HIP-BR	$13,006,500	$13,006,500	$10,405,200	$2,601,300
2025	613181	Boston Region	Multiple	BOSTON- NEWTON- BRIDGE PRESERVATION OF 3 BRIDGES ALONG STATE ROUTE 9/BOYLSTON STREET	6	HIP-BR	$9,499,000	$9,499,000	$7,599,200	$1,899,800
2025	613209	Boston Region	Boston	BOSTON- BRIDGE PRESERVATION, B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 BRIDGES CARRYING STATE ROUTE 1A (EAST BOSTON EXPRESSWAY NB/SB) AND RAMPS	6	HIP-BR	$6,525,000	$6,525,000	$5,220,000	$1,305,000
2025	613216	Boston Region	Marlborough	MARLBOROUGH- BRIDGE PRESERVATION, M-06-010, ELM STREET OVER I-495	3	HIP-BR	$2,160,000	$2,160,000	$1,728,000	$432,000
2025	613638	Boston Region	Boston	BOSTON- CLEANING & PAINTING, B-16-259, I-93 OVER MBTA/ COLUMBIA ROAD/RED LINE/RELIEF	6	HIP-BR	$20,000,000	$20,000,000	$16,000,000	$4,000,000
Bicycle and Pedestrian								**$1,197,772**	**$958,218**	**$239,554**
2025	613357	Boston Region	Cambridge	CAMBRIDGE- SEPARATED BICYCLE LANE ON STEEL PLACE (MA272)	6	HPP	$1,197,772	$1,197,772	$958,218	$239,554
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								**$61,631,063**	**$52,294,850**	**$9,336,213**
Bridge On-system NHS								**$23,387,813**	**$18,710,250**	**$4,677,563**
2025	608703	Boston Region	Wilmington	WILMINGTON- BRIDGE REPLACEMENT, W-38-029 (2KV), ST 129 LOWELL STREET OVER I 93	4	NHPP-PEN	$15,954,700	$15,954,700	$12,763,760	$3,190,940
2025	610776	Boston Region	Cambridge	CAMBRIDGE- SUPERSTRUCTURE REPLACEMENT, C-01-031, US ROUTE 3/ROUTE 16/ROUTE 2 OVER MBTA REDLINE	6	NHPP-PEN	$7,433,113	$7,433,113	$5,946,490	$1,486,623
Non-Interstate Pavement								**$8,343,250**	**$6,674,600**	**$1,668,650**
2025	612044	Boston Region	Multiple	BROOKLINE- NEWTON- RESURFACING AND RELATED WORK ON ROUTE 9	6	NHPP	$8,343,250	$8,343,250	$6,674,600	$1,668,650
Interstate Pavement								**$29,900,000**	**$26,910,000**	**$2,990,000**
2025	612094	Boston Region	Multiple	CANTON- DEDHAM- WESTWOOD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 AND I-93	6	NHPP-I	$29,899,107	$29,900,000	$26,910,000	$2,990,000
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								**$43,188,978**	**$38,171,288**	**$5,017,690**
Intersection Improvements								**$9,080,341**	**$8,172,307**	**$908,034**
2025	607342	Boston Region	Milton	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) & CHICKATAWBUT ROAD	6	HSIP	$9,080,341	$9,080,341	$8,172,307	$908,034

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Roadway Reconstruction								**$34,108,637**	**$29,998,981**	**$4,109,656**
2025	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NHPP-I	$300,942,837	$9,000,000	$8,100,000	$900,000
2025	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	$300,942,837	$18,120,711	$16,308,640	$1,812,071
2025	609516	Boston Region	Burlington	BURLINGTON- IMPROVEMENTS AT I-95 (ROUTE 128)/ROUTE 3 INTERCHANGE	4	NHPP	$6,987,927	$6,987,926	$5,590,341	$1,397,585
Section 3B / Non-Federal Aid Funded								**$78,123,312**	**$0**	**$78,123,312**
Bridge On-system Non-NHS								**$39,218,766**	**$0**	**$39,218,766**
2025	606901	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRAK	6	NGBP	$12,538,835	$12,538,835	$0	$12,538,835
2025	612173	Boston Region	Bellingham	BELLINGHAM- BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495	3	NGBP	$13,721,814	$13,721,814	$0	$13,721,814
2025	S12908	Boston Region	Somerville	P# 611940: SOMERVILLE- BRIDGE REPLACEMENT, S-17-016 (3GF), WEBSTER AVENUE OVER MBTA & BMRR	4	NGBP	$12,958,117	$12,958,117	$0	$12,958,117
NFA								**$26,680,000**	**$0**	**$26,680,000**
2025	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFA	$300,942,837	$26,680,000	$0	$26,680,000
Bridge On-system NHS								**$12,224,546**	**$0**	**$12,224,546**
2025	86461	Boston Region	Lincoln	LINCOLN- BRIDGE REPLACEMENT, L-12-002, CONCORD ROAD (ROUTE 126) OVER MBTA	4	NGBP	$12,224,546	$12,224,546	$0	$12,224,546
Federal Fiscal Year 2026								**$588,278,222**	**$379,531,999**	**$208,746,223**
Section 1A / Regionally Prioritized Projects								**$124,569,057**	**$101,561,946**	**$23,007,111**
Roadway Reconstruction								**$61,952,049**	**$49,711,639**	**$12,240,410**
2026	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/ COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	NHPP	$28,738,432	$11,738,432	$9,390,746	$2,347,686
2026	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/ COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	STBG	$28,738,432	$15,000,000	$12,000,000	$3,000,000
2026	605168	Boston Region	Hingham	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/ COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	5	TAP	$28,738,432	$2,000,000	$1,600,000	$400,000
2026	606453	Boston Region	Boston	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	6	CMAQ	$8,665,052	$5,000,000	$4,000,000	$1,000,000
2026	606453	Boston Region	Boston	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	6	STBG	$8,665,052	$2,851,808	$2,281,446	$570,362
2026	606453	Boston Region	Boston	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	6	TAP	$8,665,052	$813,244	$650,595	$162,649
2026	608045	Boston Region	Milford	MILFORD- REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET	3	HSIP	$13,548,565	$1,500,000	$1,350,000	$150,000
2026	608045	Boston Region	Milford	MILFORD- REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET	3	STBG	$13,548,565	$12,048,565	$9,638,852	$2,409,713

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2026	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	CMAQ	$19,698,640	$5,000,000	$4,000,000	$1,000,000
2026	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	STBG	$19,698,640	$5,000,000	$4,000,000	$1,000,000
2026	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	$6,000,000	$1,000,000	$800,000	$200,000
Intersection Improvements								**$30,874,140**	**$25,286,726**	**$5,587,414**
2026	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	CMAQ	$27,636,336	$5,000,000	$4,000,000	$1,000,000
2026	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	HSIP	$27,636,336	$2,636,336	$2,372,702	$263,634
2026	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	NHPP	$27,636,336	$10,000,000	$8,000,000	$2,000,000
2026	605857	Boston Region	Norwood	NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	5	STBG	$27,636,336	$10,000,000	$8,000,000	$2,000,000
2026	608940	Boston Region	Weston	WESTON- INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLESLEY STREET	6	HSIP	$3,237,804	$3,237,804	$2,914,024	$323,780
Bicycle and Pedestrian								**$8,000,000**	**$6,400,000**	**$1,600,000**
2026	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	CMAQ	$20,499,750	$5,000,000	$4,000,000	$1,000,000
2026	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	TAP	$20,499,750	$3,000,000	$2,400,000	$600,000
Safety Improvements								**$11,692,868**	**$10,523,581**	**$1,169,287**
2026	609532	Boston Region	Chelsea	CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE	6	HSIP	$9,807,515	$9,807,515	$8,826,764	$980,752
2026	610823	Boston Region	Quincy	QUINCY- INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE	6	HSIP	$1,885,353	$1,885,353	$1,696,818	$188,535
Flex to FTA								**$5,162,500**	**$4,130,000**	**$1,032,500**
2026	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	$21,500,000	$5,000,000	$4,000,000	$1,000,000
2026	S12807	Boston Region	Multiple	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	3	CMAQ	$380,477	$162,500	$130,000	$32,500
Transit Grant Program								**$3,837,500**	**$3,070,000**	**$767,500**
2026	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	$8,423,415	$1,887,222	$1,509,778	$377,444
2026	S12963	Boston Region	Multiple	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT		CMAQ	$1,413,375	$450,278	$360,222	$90,056
2026	S12970	Boston Region		CATA– VEHICLE REPLACEMENT (4 VEHICLES)	4	CMAQ	$2,460,000	$750,000	$600,000	$150,000
2026	S12971	Boston Region	Framingham	MWRTA– BLANDIN HUB EQUITABLE REDESIGN INITIATIVE	3	CMAQ	$2,500,000	$750,000	$600,000	$150,000
Railroad Grade Crossings								**$1,400,000**	**$1,120,000**	**$280,000**
2026	S12977	Boston Region	Framingham	FRAMINGHAM- PRELIMINARY DESIGN OF INTERSECTION IMPROVEMENTS AT ROUTE 126/135/MBTA & CSX RAILROAD	3	STBG	$1,400,000	$1,400,000	$1,120,000	$280,000
Bridge On-system NHS								**$1,650,000**	**$1,320,000**	**$330,000**
2026	S12978	Boston Region	Lexington	LEXINGTON- DESIGN OF SAFETY IMPROVEMENTS AT THE INTERSTATE 95 AND ROUTE 4/225 INTERCHANGE		NHPP	$1,650,000	$1,650,000	$1,320,000	$330,000
Section 1B / Earmark or Discretionary Grant Funded Projects								**$235,884,640**	**$189,385,029**	**$46,499,611**
Bridge On-system Non-NHS NB								**$9,699,477**	**$7,759,582**	**$1,939,895**
2026	608197	Boston Region	Boston	BOSTON- BRIDGE REHABILITATION, B-16-107, CANTERBURY STREET OVER AMTRAK RAILROAD	6	HIP-BR	$5,919,826	$5,919,826	$4,735,861	$1,183,965

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2026	612075	Boston Region	Salem	SALEM- BRIDGE REPLACEMENT, S-01-024, JEFFERSON AVENUE OVER PARALLEL STREET	4	HIP-BR	$3,779,651	$3,779,651	$3,023,721	$755,930
Bridge Off-system Local NB								**$3,386,585**	**$3,386,585**	**$0**
2026	609467	Boston Region	Multiple	HAMILTON- IPSWICH- BRIDGE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER	4	BROFF	$3,386,585	$3,386,585	$3,386,585	$0
Bridge On-System NHS NB								**$188,740,741**	**$150,992,593**	**$37,748,148**
2026	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BR	$188,740,741	$105,261,935	$84,209,548	$21,052,387
2026	612496	Boston Region	Somerville	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	4	HIP-BRRR	$188,740,741	$83,478,806	$66,783,045	$16,695,761
Bridge Systematic Maintenance NB								**$34,057,837**	**$27,246,270**	**$6,811,567**
2026	613182	Boston Region	Milford	MILFORD- BRIDGE PRESERVATION, M-21-022 (1UD, 1UE), I-495 OVER STATE ROUTE 109/MEDWAY ROAD	3	HIP-BR	$3,744,000	$3,744,000	$2,995,200	$748,800
2026	613184	Boston Region	Gloucester	GLOUCESTER- BRIDGE PRESERVATION, G-05-017 (2U8), STATE ROUTE 128/YANKEE DIVISION HIGHWAY OVER ANNISQUAM RIVER	4	HIP-BR	$15,081,560	$15,081,560	$12,065,248	$3,016,312
2026	613274	Boston Region	Foxborough	FOXBORO- BRIDGE PRESERVATION AT 6 BRIDGES ALONG THE I-95 CORRIDOR	5	HIP-BR	$5,278,000	$5,278,000	$4,222,400	$1,055,600
2026	613649	Boston Region	Braintree	BRAINTREE- QUINCY- RANDOLPH- BRIDGE PRESERVATION, B-21-029, Q-01-046, AND R-01-009, BRIDGES OVER I-93 & STATE ROUTE 28	6	HIP-BR	$7,800,000	$7,799,993	$6,239,994	$1,559,999
2026	613650	Boston Region	Dedham	DEDHAM- BRIDGE PRESERVATION, D-05-002, GREENDALE AVENUE OVER CHARLES RIVER	6	HIP-BR	$2,154,286	$2,154,284	$1,723,427	$430,857
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								**$48,189,356**	**$39,586,202**	**$8,603,154**
Bridge On-system NHS								**$19,535,371**	**$15,628,297**	**$3,907,074**
2026	606449	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET BRIDGE & C-01-040, LAND BOULEVARD/BROAD CANAL BRIDGE	6	NHPP-PEN	$13,832,000	$13,832,000	$11,065,600	$2,766,400
2026	610782	Boston Region	Multiple	DANVERS- MIDDLETON- BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET (SR 114) OVER IPSWICH RIVER	4	NHPP-PEN	$5,703,371	$5,703,371	$4,562,697	$1,140,674
Non-Interstate Pavement								**$15,165,717**	**$12,132,574**	**$3,033,143**
2026	609399	Boston Region	Randolph	RANDOLPH- RESURFACING AND RELATED WORK ON ROUTE 28	6	NHPP	$7,194,377	$7,194,377	$5,755,502	$1,438,875
2026	612050	Boston Region	Multiple	BRAINTREE- WEYMOUTH- RESURFACING AND RELATED WORK ON ROUTE 3	6	NHPP	$7,971,340	$7,971,340	$6,377,072	$1,594,268
Safety Improvements								**$10,347,168**	**$9,312,451**	**$1,034,717**
2026	611954	Boston Region	Boston	BOSTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTERY/TUNNEL SYSTEM	6	HSIP	$2,333,968	$2,333,968	$2,100,571	$233,397
2026	612599	Boston Region	Lynn	LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	4	HSIP	$8,013,200	$8,013,200	$7,211,880	$801,320
Highway Resiliency Improvement Program								**$3,141,100**	**$2,512,880**	**$628,220**
2026	613099	Boston Region	Boston	BOSTON- SLOPE STABILIZATION AND RELATED WORK ON I-93	6	PRCT	$3,141,100	$3,141,100	$2,512,880	$628,220
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								**$52,252,446**	**$46,256,138**	**$5,996,308**
Roadway Reconstruction								**$35,703,894**	**$32,133,505**	**$3,570,389**
2026	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NHPP-I	$300,942,837	$29,229,180	$26,306,262	$2,922,918
2026	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	$300,942,837	$6,474,714	$5,827,243	$647,471

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Safe Routes to School								**$7,710,632**	**$6,168,506**	**$1,542,126**
2026	610537	Boston Region	Boston	BOSTON- ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)	6	TAP	$2,705,058	$2,705,058	$2,164,046	$541,012
2026	611997	Boston Region	Newton	NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	6	TAP	$861,238	$861,237	$688,990	$172,247
2026	612001	Boston Region	Medford	MEDFORD- MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)	4	TAP	$1,020,484	$1,020,484	$816,387	$204,097
2026	612804	Boston Region	Dedham	DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)	6	TAP	$1,566,100	$1,566,099	$1,252,879	$313,220
2026	612884	Boston Region	Chelsea	CHELSEA- IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)	6	TAP	$1,557,754	$1,557,754	$1,246,203	$311,551
Intersection Improvements								**$8,837,920**	**$7,954,128**	**$883,792**
2026	611974	Boston Region	Medford	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/ SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS, AND MAIN STREET/MYSTIC AVENUE	4	VUS	$8,837,920	$2,583,870	$2,325,483	$258,387
2026	611974	Boston Region	Medford	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/ SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS, AND MAIN STREET/MYSTIC AVENUE	4	HSIP	$8,837,920	$6,254,050	$5,628,645	$625,405
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								**$3,428,355**	**$2,742,684**	**$685,671**
Bicycle and Pedestrian								**$3,428,355**	**$2,742,684**	**$685,671**
2026	610680	Boston Region	Natick	NATICK- LAKE COCHITUATE PATH	3	CMAQ	$3,428,355	$3,428,355	$2,742,684	$685,671
Section 3B / Non-Federal Aid Funded								**$123,954,368**	**$0**	**$123,954,368**
Bridge On-system NHS								**$68,334,621**	**$0**	**$68,334,621**
2026	604564	Boston Region	Maynard	MAYNARD- BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER	3	NGBP	$6,036,680	$6,036,680	$0	$6,036,680
2026	607684	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD	6	NGBP	$26,818,168	$26,818,168	$0	$26,818,168
2026	612182	Boston Region	Newton	NEWTON- BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D	6	NGBP	$15,206,778	$15,206,778	$0	$15,206,778
2026	612184	Boston Region	Revere	REVERE- BRIDGE REPLACEMENT, R-05-015, REVERE BEACH PARKWAY OVER BROADWAY	4	NGBP	$20,272,995	$20,272,995	$0	$20,272,995
NFA								**$26,680,000**	**$0**	**$26,680,000**
2026	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFA	$300,942,837	$26,680,000	$0	$26,680,000
Bridge On-system Non-NHS								**$28,939,747**	**$0**	**$28,939,747**
2026	608952	Boston Region	Chelsea	CHELSEA- BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, CARTER STREET & COUNTY ROAD/ROUTE 1	6	NGBP	$22,217,165	$22,217,165	$0	$22,217,165
2026	612178	Boston Region	Natick	NATICK- BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/CSX	3	NGBP	$6,722,582	$6,722,582	$0	$6,722,582
Federal Fiscal Year 2027								**$520,203,742**	**$333,687,222**	**$186,516,520**
Section 1A / Regionally Prioritized Projects								**$154,195,126**	**$123,956,101**	**$30,239,025**
Roadway Construction								**$116,063,376**	**$93,450,701**	**$22,612,675**
2027	605743	Boston Region	Ipswich	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	4	STBG	$11,728,698	$6,000,000	$4,800,000	$1,200,000
2027	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	NHPP	$95,310,000	$13,000,000	$10,400,000	$2,600,000
2027	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	STBG	$95,310,000	$15,000,000	$12,000,000	$3,000,000
2027	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	TAP	$95,310,000	$2,000,000	$1,600,000	$400,000

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2027	608954	Boston Region	Weston	WESTON- RECONSTRUCTION ON ROUTE 30	6	STBG	$19,999,712	$14,999,712	$11,999,770	$2,999,942
2027	608954	Boston Region	Weston	WESTON- RECONSTRUCTION ON ROUTE 30	6	TAP	$19,999,712	$5,000,000	$4,000,000	$1,000,000
2027	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	CMAQ	$19,698,640	$5,500,000	$4,400,000	$1,100,000
2027	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	HSIP	$19,698,640	$4,000,000	$3,600,000	$400,000
2027	609252	Boston Region	Lynn	LYNN- REHABILITATION OF ESSEX STREET	4	STBG	$19,698,640	$198,640	$158,912	$39,728
2027	609257	Boston Region	Everett	EVERETT- RECONSTRUCTION OF BEACHAM STREET	4	HSIP	$10,954,656	$1,000,000	$900,000	$100,000
2027	609257	Boston Region	Everett	EVERETT- RECONSTRUCTION OF BEACHAM STREET	4	STBG	$10,954,656	$8,054,656	$6,443,725	$1,610,931
2027	609257	Boston Region	Everett	EVERETT- RECONSTRUCTION OF BEACHAM STREET	4	TAP	$10,954,656	$1,900,000	$1,520,000	$380,000
2027	609437	Boston Region	Multiple	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	4	STBG	$26,122,721	$20,187,705	$16,150,164	$4,037,541
2027	609437	Boston Region	Multiple	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	4	TAP	$26,122,721	$5,935,016	$4,748,013	$1,187,003
2027	611983	Boston Region	Chelsea	CHELSEA- PARK STREET & PEARL STREET RECONSTRUCTION	6	HSIP	$11,287,647	$1,000,000	$900,000	$100,000
2027	611983	Boston Region	Chelsea	CHELSEA- PARK STREET & PEARL STREET RECONSTRUCTION	6	STBG	$11,287,647	$10,287,647	$8,230,118	$2,057,529
2027	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	$6,000,000	$2,000,000	$1,600,000	$400,000
Bicycle and Pedestrian								**$12,499,750**	**$9,999,800**	**$2,499,950**
2027	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	CMAQ	$20,499,750	$1,499,750	$1,199,800	$299,950
2027	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	STBG	$20,499,750	$9,000,000	$7,200,000	$1,800,000
2027	609204	Boston Region	Belmont	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	4	TAP	$20,499,750	$2,000,000	$1,600,000	$400,000
Bridge On-system NHS								**$16,632,000**	**$13,305,600**	**$3,326,400**
2027	612989	Boston Region	Boston	BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	6	NHPP	$16,632,000	$16,632,000	$13,305,600	$3,326,400
Flex to FTA								**$6,500,000**	**$5,200,000**	**$1,300,000**
2027	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	$21,500,000	$6,500,000	$5,200,000	$1,300,000
Transit Grant Program								**$2,500,000**	**$2,000,000**	**$500,000**
2027	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	$8,423,415	$2,036,193	$1,628,954	$407,239
2027	S12963	Boston Region	Multiple	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT		CMAQ	$1,413,375	$463,807	$371,046	$92,761
Section 1B / Earmark or Discretionary Grant Funded Projects								**$7,762,241**	**$6,838,144**	**$924,097**
Bridge Off-system Local NB								**$3,141,758**	**$3,141,758**	**$0**
2027	612076	Boston Region	Topsfield	TOPSFIELD- BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK	4	BROFF	$3,141,758	$3,141,758	$3,141,758	$0
Bridge On-system Non-NHS NB								**$4,620,483**	**$3,696,386**	**$924,097**
2027	612099	Boston Region	Ashland	ASHLAND- BRIDGE REPLACEMENT, A-14-006, CORDAVILLE ROAD OVER SUDBURY RIVER	3	HIP-BR	$4,620,483	$4,620,483	$3,696,386	$924,097
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								**$179,097,542**	**$147,713,675**	**$31,383,867**
Bridge On-system NHS								**$111,768,155**	**$89,414,524**	**$22,353,631**
2027	606728	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	6	NHPP	$108,054,000	$10,000,000	$8,000,000	$2,000,000
2027	606728	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	6	NHPP-PEN	$108,054,000	$54,236,956	$43,389,565	$10,847,391

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2027	611987	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	6	NHPP	$49,283,338	$25,022,802	$20,018,242	$5,004,560
2027	612519	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	6	NHPP	$33,524,397	$22,508,397	$18,006,718	$4,501,679
Safety Improvements								**$5,059,530**	**$4,553,577**	**$505,953**
2027	613121	Boston Region	Everett	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	4	HSIP	$5,059,530	$5,059,530	$4,553,577	$505,953
Highway Resiliency Improvement Program								**$4,332,177**	**$3,465,742**	**$866,435**
2027	613154	Boston Region	Wellesley	WELLESLEY- DRAINAGE IMPROVEMENTS ALONG ROUTE 9 AND CULVERT REPLACEMENTS OVER BOULDER BROOK FOR FLOOD MITIGATION	6	PRCT	$4,332,177	$4,332,177	$3,465,742	$866,435
Bridge Systematic Maintenance								**$18,640,800**	**$14,912,640**	**$3,728,160**
2027	613275	Boston Region	Multiple	BEVERLY- DANVERS- GLOUCESTER- BRIDGE PRESERVATION AT 5 BRIDGES CARRYING STATE ROUTE 128	4	NHPP	$16,480,800	$16,480,800	$13,184,640	$3,296,160
2027	613646	Boston Region	Watertown	WATERTOWN- BRIDGE PRESERVATION, W-10-003, STATE ROUTE 16/ GALEN STREET OVER CHARLES RIVER	6	NHPP	$2,160,000	$2,160,000	$1,728,000	$432,000
Interstate Pavement								**$39,296,880**	**$35,367,192**	**$3,929,688**
2027	613318	Boston Region	Multiple	BURLINGTON- WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	4	NHPP-I	$9,128,700	$9,128,700	$8,215,830	$912,870
2027	613343	Boston Region	Foxborough	FOXBOROUGH - INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	5	NHPP-I	$14,953,680	$14,953,680	$13,458,312	$1,495,368
2027	613382	Boston Region	Multiple	DEDHAM- NEEDHAM- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	6	NHPP-I	$15,214,500	$15,214,500	$13,693,050	$1,521,450
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								**$45,089,554**	**$37,984,184**	**$7,105,370**
Roadway Reconstruction								**$29,014,942**	**$24,654,695**	**$4,360,248**
2027	607977	Boston Region	Multiple	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	3	NFP-I	$300,942,837	$14,427,409	$12,984,668	$1,442,741
2027	609527	Boston Region	Reading	READING- IMPROVEMENTS ON I-95	4	NHPP	$14,587,533	$14,587,533	$11,670,026	$2,917,507
Safe Routes to School								**$11,376,612**	**$9,101,290**	**$2,275,322**
2027	612100	Boston Region	Revere	REVERE- IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)	4	TAP	$351,341	$351,341	$281,073	$70,268
2027	612816	Boston Region	Brookline	BROOKLINE- IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)	6	TAP	$955,020	$955,021	$764,017	$191,004
2027	612889	Boston Region	Sharon	SHARON- COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)	5	TAP	$3,709,491	$3,709,491	$2,967,593	$741,898
2027	612894	Boston Region	Framingham	FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	3	TAP	$1,370,066	$1,370,066	$1,096,053	$274,013
2027	613468	Boston Region	Newton	NEWTON- IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)	6	TAP	$1,492,169	$1,492,169	$1,193,735	$298,434
2027	613477	Boston Region	Holliston	HOLLISTON- LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (SRTS)	3	TAP	$1,012,500	$1,012,500	$810,000	$202,500
2027	613564	Boston Region	Reading	READING- OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)	4	TAP	$2,486,024	$2,486,024	$1,988,819	$497,205
Intersection Improvements								**$4,698,000**	**$4,228,200**	**$469,800**
2027	612613	Boston Region	Newton	NEWTON- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD	6	HSIP	$4,698,000	$4,698,000	$4,228,200	$469,800

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								**$21,493,898**	**$17,195,118**	**$4,298,780**
Bicycle and Pedestrian								**$21,493,898**	**$17,195,118**	**$4,298,780**
2027	610660	Boston Region	Multiple	SUDBURY- WAYLAND- MASS CENTRAL RAIL TRAIL (MCRT)	3	CMAQ	$3,916,363	$3,916,363	$3,133,090	$783,273
2027	612499	Boston Region	Medford	MEDFORD- SOUTH MEDFORD CONNECTOR BIKE PATH	4	CMAQ	$7,621,466	$7,621,466	$6,097,173	$1,524,293
2027	612523	Boston Region	Revere	REVERE- STATE ROAD BEACHMONT CONNECTOR	4	CMAQ	$8,263,382	$8,263,382	$6,610,706	$1,652,676
2027	613082	Boston Region	Medford	MEDFORD- WELLINGTON GREENWAY CONSTRUCTION (PHASE IV)	4	CMAQ	$1,692,687	$1,692,687	$1,354,150	$338,537
Section 3B / Non-Federal Aid Funded								**$112,565,381**	**$0**	**$112,565,381**
Bridge On-system Non-NHS								**$112,565,381**	**$0**	**$112,565,381**
2027	605276	Boston Region	Multiple	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	4	NGBP	$88,805,268	$88,805,268	$0	$88,805,268
2027	607420	Boston Region	Natick	NATICK- SUPERSTRUCTURE REPLACEMENT, N-03-012, BODEN LANE OVER CSX/MBTA	3	NGBP	$11,407,315	$11,407,315	$0	$11,407,315
2027	612196	Boston Region	Braintree	BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUOT RIVER	6	NGBP	$12,352,798	$12,352,798	$0	$12,352,798
Federal Fiscal Year 2028								**$455,148,861**	**$368,407,280**	**$86,741,581**
Section 1A / Regionally Prioritized Projects								**$157,830,836**	**$127,431,937**	**$30,398,899**
Roadway Reconstruction								**$124,935,651**	**$100,690,134**	**$24,245,517**
2028	605743	Boston Region	Ipswich	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	4	STBG	$11,728,698	$4,530,852	$3,624,682	$906,170
2028	605743	Boston Region	Ipswich	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	4	TAP	$11,728,698	$1,197,846	$958,277	$239,569
2028	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	NHPP	$197,759,449	$12,000,000	$9,600,000	$2,400,000
2028	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	STBG	$197,759,449	$19,500,000	$15,600,000	$3,900,000
2028	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	TAP	$197,759,449	$2,000,000	$1,600,000	$400,000
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	NHPP	$95,310,000	$25,000,000	$20,000,000	$5,000,000
2028	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	STBG	$95,310,000	$5,000,000	$4,000,000	$1,000,000
2028	608158	Boston Region	Multiple	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	6	CMAQ	$22,854,847	$4,000,000	$3,200,000	$800,000
2028	608158	Boston Region	Multiple	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	6	STBG	$22,854,847	$8,854,847	$7,083,878	$1,770,969
2028	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	HSIP	$45,897,600	$5,000,000	$4,500,000	$500,000
2028	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	STBG	$45,897,600	$10,000,000	$8,000,000	$2,000,000
2028	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	HSIP	$28,995,267	$2,416,130	$2,174,517	$241,613
2028	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	STBG	$28,995,267	$5,000,000	$4,000,000	$1,000,000
2028	613145	Boston Region	Wakefield	WAKEFIELD- COMPRHENSIVE DOWNTOWN TRANSPORTATION IMPROVEMENT PROJECT	4	CMAQ	$18,435,976	$8,000,000	$6,400,000	$1,600,000
2028	613145	Boston Region	Wakefield	WAKEFIELD- COMPRHENSIVE DOWNTOWN TRANSPORTATION IMPROVEMENT PROJECT	4	STBG	$18,435,976	$8,435,976	$6,748,781	$1,687,195
2028	613145	Boston Region	Wakefield	WAKEFIELD- COMPRHENSIVE DOWNTOWN TRANSPORTATION IMPROVEMENT PROJECT	4	TAP	$18,435,976	$2,000,000	$1,600,000	$400,000

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2028	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	$6,000,000	$2,000,000	$1,600,000	$400,000
Railroad Crossings								**$836,339**	**$836,339**	**$0**
2028	608436	Boston Region	Ashland	ASHLAND- REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET	3	RRHE	$1,316,339	$836,339	$836,339	$0
Bicycle and Pedestrian								**$20,974,976**	**$16,779,981**	**$4,194,995**
2028	610666	Boston Region	Swampscott	SWAMPSCOTT- RAIL TRAIL CONSTRUCTION	4	CMAQ	$8,624,000	$6,992,000	$5,593,600	$1,398,400
2028	610666	Boston Region	Swampscott	SWAMPSCOTT- RAIL TRAIL CONSTRUCTION	4	TAP	$8,624,000	$1,632,000	$1,305,600	$326,400
2028	610691	Boston Region	Natick	NATICK- COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET	3	STBG	$7,492,849	$7,492,849	$5,994,279	$1,498,570
2028	613088	Boston Region	Malden	MALDEN- SPOT POND BROOK GREENWAY	4	CMAQ	$4,858,127	$3,000,000	$2,400,000	$600,000
2028	613088	Boston Region	Malden	MALDEN- SPOT POND BROOK GREENWAY	4	TAP	$4,858,127	$1,858,127	$1,486,502	$371,625
Safety Improvements								**$2,583,870**	**$2,325,483**	**$258,387**
2028	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	VUS	$28,995,267	$2,583,870	$2,325,483	$258,387
Flex to FTA								**$6,500,000**	**$5,200,000**	**$1,300,000**
2028	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	$21,500,000	$6,500,000	$5,200,000	$1,300,000
Transit Grant Program								**$2,000,000**	**$1,600,000**	**$400,000**
2028	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	$8,423,415	$2,000,000	$1,600,000	$400,000
Section 1B / Earmark or Discretionary Grant Funded Projects								**$63,200,000**	**$50,560,000**	**$12,640,000**
Bridge On-system Non-NHS NB								**$62,720,000**	**$50,176,000**	**$12,544,000**
2028	608397	Boston Region	Gloucester	GLOUCESTER- BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL	4	HIP-BRRR	$62,720,000	$62,720,000	$50,176,000	$12,544,000
Earmark Discretionary								**$480,000**	**$384,000**	**$96,000**
2028	608436	Boston Region	Ashland	ASHLAND- REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET	3	HPP	$1,316,339	$480,000	$384,000	$96,000
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								**$215,497,703**	**$174,556,850**	**$40,940,853**
Bridge Systematic Maintenance								**$37,077,600**	**$29,662,080**	**$7,415,520**
2028	605091	Boston Region	Natick	NATICK- BRIDGE PRESERVATION, N-03-032, N-03-033, N-03-034, N-03-035, RAMP A & B OVER ROUTE 9 & SPEEN STREET OVER RAMPS G & D	3	NHPP	$11,205,600	$11,205,600	$8,964,480	$2,241,120
2028	613276	Boston Region	Multiple	READING- WILMINGTON- BRIDGE PRESERVATION, W-38-028 (2HR, 2HT) AND R-03-011 (2HK), I-93 (NB/SB) OVER MBTA/B&M RAILROAD AND I-95/STATE ROUTE 128	4	NHPP	$18,032,000	$18,032,000	$14,425,600	$3,606,400
2028	613656	Boston Region	Cambridge	CAMBRIDGE- BRIDGE PRESERVATION, C-01-038, MEMORIAL DRIVE (EB) OVER CHARLES RIVER	6	NHPP	$7,840,000	$7,840,000	$6,272,000	$1,568,000
Bridge On-system NHS								**$147,307,623**	**$117,846,098**	**$29,461,525**
2028	606728	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	6	NHPP-PEN	$108,054,000	$43,817,044	$35,053,635	$8,763,409
2028	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	NHPP	$101,920,000	$43,551,647	$34,841,318	$8,710,329
2028	611987	Boston Region	Cambridge	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	6	NHPP	$49,283,338	$24,260,536	$19,408,429	$4,852,107
2028	612519	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	6	NHPP	$33,524,397	$11,016,000	$8,812,800	$2,203,200

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2028	613124	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	6	NHPP-PEN	$40,837,135	$9,486,278	$7,589,022	$1,897,256
2028	613125	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051 (4T5), MASS AVENUE OVER I-90 & MBTA (STRUCTURE 54, MILE 132.84)	6	NHPP-PEN	$15,176,118	$15,176,118	$12,140,894	$3,035,224
Safety Improvements								**$6,440,000**	**$5,796,000**	**$644,000**
2028	610650	Boston Region	Boston	BOSTON- SAFETY IMPROVEMENTS ON GALLIVAN BOULEVARD (ROUTE 203), FROM WASHINGTON STREET TO GRANITE AVENUE	6	HSIP	$6,440,000	$6,440,000	$5,796,000	$644,000
Interstate Pavement								**$15,146,880**	**$13,632,192**	**$1,514,688**
2028	613383	Boston Region	Multiple	LYNNFIELD- WAKEFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	4	NHPP-I	$15,146,880	$15,146,880	$13,632,192	$1,514,688
Non-Interstate Pavement								**$9,525,600**	**$7,620,480**	**$1,905,120**
2028	613639	Boston Region	Framingham	FRAMINGHAM- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	$9,525,600	$9,525,600	$7,620,480	$1,905,120
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								**$9,622,354**	**$8,660,119**	**$962,235**
Intersection Improvements								**$9,622,354**	**$8,660,119**	**$962,235**
2028	608052	Boston Region	Norwood	NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET	5	HSIP	$1,668,001	$1,668,001	$1,501,201	$166,800
2028	610665	Boston Region	Stoneham	STONEHAM- INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET	4	HSIP	$4,872,001	$4,872,001	$4,384,801	$487,200
2028	612616	Boston Region	Milton	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD	6	HSIP	$3,082,352	$3,082,352	$2,774,117	$308,235
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								**$8,997,968**	**$7,198,374**	**$1,799,594**
Bicycle and Pedestrian								**$8,997,968**	**$7,198,374**	**$1,799,594**
2028	612607	Boston Region	Danvers	DANVERS- RAIL TRAIL WEST EXTENSION (PHASE 3)	4	CMAQ	$3,848,600	$3,848,600	$3,078,880	$769,720
2028	613164	Boston Region	Multiple	BOSTON- MILTON- NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER NEPONSET RIVER AT OSCEOLA STREET	6	CMAQ	$5,149,368	$5,149,368	$4,119,494	$1,029,874
Federal Fiscal Year 2029								**$406,837,926**	**$330,078,553**	**$76,759,373**
Section 1A / Regionally Prioritized Projects								**$160,243,467**	**$129,273,967**	**$30,969,500**
Roadway Reconstruction								**$143,396,597**	**$115,438,084**	**$27,958,513**
2029	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	NHPP	$197,759,449	$24,000,000	$19,200,000	$4,800,000
2029	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	STBG	$197,759,449	$18,000,000	$14,400,000	$3,600,000
2029	606226	Boston Region	Boston	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	6	TAP	$197,759,449	$3,000,000	$2,400,000	$600,000
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	NHPP	$95,310,000	$20,000,000	$16,000,000	$4,000,000
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	STBG	$95,310,000	$8,518,065	$6,814,452	$1,703,613
2029	608158	Boston Region	Multiple	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	6	STBG	$22,854,847	$10,000,000	$8,000,000	$2,000,000
2029	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	HSIP	$45,897,600	$3,208,065	$2,887,259	$320,807
2029	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	STBG	$45,897,600	$15,000,000	$12,000,000	$3,000,000
2029	610662	Boston Region	Woburn	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	4	HSIP	$18,670,200	$4,000,000	$3,600,000	$400,000

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
2029	610662	Boston Region	Woburn	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	4	STBG	$18,670,200	$5,335,200	$4,268,160	$1,067,040
2029	610932	Boston Region	Brookline	BROOKLINE- REHABILITATION OF WASHINGTON STREET	6	STBG	$28,995,267	$18,995,267	$15,196,214	$3,799,053
2029	612738	Boston Region	Ipswich	IPSWICH- ARGILLA ROAD ROADWAY RECONSTRUCTION	4	STBG	$5,368,966	$3,000,000	$2,400,000	$600,000
2029	612963	Boston Region	Bellingham	BELLINGHAM- ROADWAY REHABILITATION OF ROUTE 126 (HARTFORD ROAD), FROM 800 NORTH OF THE I-495 NB OFF RAMP TO MEDWAY TL, INCLUDING B-06-017	3	NHPP	$12,702,000	$8,340,000	$6,672,000	$1,668,000
2029	S12820	Boston Region		BOSTON REGION - BIKESHARE SUPPORT SET ASIDE		STBG	$6,000,000	$2,000,000	$1,600,000	$400,000
Safety Improvements								**$3,583,870**	**$3,225,483**	**$358,387**
2029	607981	Boston Region	Somerville	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	4	VUS	$95,310,000	$1,791,935	$1,612,742	$179,194
2029	609246	Boston Region	Lynn	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	4	VUS	$45,897,600	$1,791,935	$1,612,742	$179,194
Bicycle and Pedestrian								**$4,263,000**	**$3,410,400**	**$852,600**
2029	613319	Boston Region	Multiple	SUDBURY- FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST	3	CMAQ	$8,526,000	$4,263,000	$3,410,400	$852,600
Flex to FTA								**$6,500,000**	**$5,200,000**	**$1,300,000**
2029	S12113	Boston Region		BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM		CMAQ	$21,500,000	$6,500,000	$5,200,000	$1,300,000
Transit Grant Program								**$2,500,000**	**$2,000,000**	**$500,000**
2029	S12124	Boston Region	Multiple	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM		CMAQ	$8,423,415	$2,500,000	$2,000,000	$500,000
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								**$188,146,479**	**$152,919,598**	**$35,226,881**
Bridge On-system NHS								**$132,366,857**	**$105,893,486**	**$26,473,371**
2029	608396	Boston Region	Multiple	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	4	NHPP	$101,920,000	$41,016,000	$32,812,800	$8,203,200
2029	612634	Boston Region	Somerville	SOMERVILLE- BRIDGE REPLACEMENT, S-17-024, ROUTE 28/ MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA	4	NHPP-PEN	$97,206,144	$30,000,000	$24,000,000	$6,000,000
2029	613124	Boston Region	Boston	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	6	NHPP-PEN	$40,837,135	$31,350,857	$25,080,686	$6,270,171
2029	613130	Boston Region	Boston	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	6	NHPP-PEN	$180,854,486	$30,000,000	$24,000,000	$6,000,000
Non-Interstate Pavement								**$13,787,409**	**$11,029,927**	**$2,757,482**
2029	608495	Boston Region	Multiple	CONCORD- LEXINGTON- LINCOLN- RESURFACING AND RELATED WORK ON ROUTE 2A	4	NHPP	$5,067,399	$5,067,399	$4,053,919	$1,013,480
2029	612046	Boston Region	Gloucester	GLOUCESTER- RESURFACING ON ROUTE 128	4	NHPP	$4,557,060	$4,557,060	$3,645,648	$911,412
2029	613640	Boston Region	Natick	NATICK- RESURFACING AND RELATED WORK ON ROUTE 9	3	NHPP	$4,162,950	$4,162,950	$3,330,360	$832,590
Safety Improvements								**$7,215,751**	**$6,494,176**	**$721,575**
2029	610675	Boston Region	Chelsea	CHELSEA- RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAMS STREET	6	HSIP	$7,215,751	$7,215,751	$6,494,176	$721,575
Bridge Off-system								**$2,889,387**	**$2,311,510**	**$577,877**
2029	613108	Boston Region	Quincy	QUINCY- SUPERSTRUCTURE REPLACEMENT, Q-01-038 (3FG), STEDMAN STREET OVER I-93/US-1/STATE ROUTE 3	6	STBG-BR-Off	$2,889,387	$2,889,387	$2,311,510	$577,877
Highway Resiliency Improvement Program								**$15,078,675**	**$12,062,940**	**$3,015,735**
2029	613162	Boston Region	Littleton	LITTLETON- BRIDGE REPLACEMENT, L-13-008, ROUTE 119 OVER BEAVER BROOK AND CAUSEWAY IMPROVEMENT FOR WILDLIFE	3	PRCT	$15,078,675	$15,078,675	$12,062,940	$3,015,735

(Table 3-7 cont.)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Interstate Pavement								**$16,808,400**	**$15,127,560**	**$1,680,840**
2029	613356	Boston Region	Sharon	SHARON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	5	NHPP-I	$16,808,400	$16,808,400	$15,127,560	$1,680,840
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								**$39,759,580**	**$32,934,268**	**$6,825,312**
Intersection Improvements								**$11,266,036**	**$10,139,432**	**$1,126,604**
2029	607748	Boston Region	Acton	ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD	3	HSIP	$11,266,036	$11,266,036	$10,139,432	$1,126,604
Roadway Reconstruction								**$28,493,544**	**$22,794,835**	**$5,698,709**
2029	610543	Boston Region	Multiple	REVERE- MALDEN- IMPROVEMENTS AT ROUTE 1 (NB) (PHASE 1)	4	NHPP	$8,363,600	$8,363,600	$6,690,880	$1,672,720
2029	612615	Boston Region	Multiple	CANTON- MILTON- ROADWAY RECONSTRUCTION ON ROUTE 138, FROM ROYALL STREET TO DOLLAR LANE	6	NHPP	$20,129,944	$20,129,944	$16,103,955	$4,025,989
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								**$18,688,400**	**$14,950,720**	**$3,737,680**
Bicycle and Pedestrian								**$18,688,400**	**$14,950,720**	**$3,737,680**
2029	613163	Boston Region	Lynnfield	LYNNFIELD- WAKEFIELD- RAIL TRAIL CONSTRUCTION	4	CMAQ	$38,491,410	$10,000,000	$8,000,000	$2,000,000
2029	613654	Boston Region	Framingham	FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM EATON ROAD WEST TO FROST STREET	3	CMAQ	$8,688,400	$8,688,400	$6,950,720	$1,737,680

Table 3-8
FFYs 2025–29 TIP Transit Table (MBTA Federal Capital Program)

Federal Funding Program	ALI	2025	2026	2027	2028	2029	FFY25–29 Total (Federal)	FFY25–29 Total (Incl. Match)
5307		**$191,537,708**	**$196,449,783**	**$196,449,783**	**$196,449,783**	**$196,449,784**	**$977,336,841**	**$1,221,671,051**
Bridge & Tunnel Program	12.24.05	$0	$18,300,000	$18,300,000	$18,300,000	$18,300,000	$73,200,000	$91,500,000
Revenue Vehicle Program	12.12.00	$103,571,646	$133,439,950	$133,439,950	$133,439,950	$133,439,950	$637,331,446	$796,664,308
Signals/Systems Upgrade Program	12.63.01	$58,784,724	$24,291,705	$24,291,705	$24,291,705	$24,291,706	$155,951,545	$194,939,431
Stations and Facilities Program	12.34.00	$29,181,338	$20,418,128	$20,418,128	$20,418,128	$20,418,128	$110,853,850	$138,567,313
5337		**$257,492,955**	**$240,135,478**	**$240,135,478**	**$240,135,478**	**$240,135,477**	**$1,218,034,866**	**$1,522,543,583**
Bridge & Tunnel Program	12.24.05	$58,237,593	$62,445,844	$62,445,844	$62,445,844	$62,445,844	$308,020,969	$385,026,211
Revenue Vehicle Program	12.12.00	$53,304,427	$52,025,862	$52,025,862	$52,025,862	$52,025,862	$261,407,875	$326,759,844
Signals/Systems Upgrade Program	12.63.01	$45,352,488	$31,261,971	$31,261,971	$31,261,971	$31,261,970	$170,400,371	$213,000,464
Stations and Facilities Program	12.34.00	$100,598,447	$94,401,801	$94,401,801	$94,401,801	$94,401,801	$478,205,651	$597,757,064
5339		**$18,439,418**	**$6,448,524**	**$6,448,524**	**$6,448,524**	**$6,448,525**	**$44,233,515**	**$55,291,894**
Bus Program	11.14.00	$18,439,418	$6,448,524	$6,448,524	$6,448,524	$6,448,525	$44,233,515	$55,291,894
FFY25–29 FTA Formula Funding		**$467,470,081**	**$443,033,785**	**$443,033,785**	**$443,033,785**	**$443,033,786**	**$2,239,605,222**	**$2,799,506,528**
Other Federal		**$285,385,333**	**$162,500,000**	**$162,500,000**	**$162,500,000**	**$162,500,000**	**$935,385,333**	**$944,835,333**
RRIF Financing - PTC/ATC/Fiber	12.63.01	$100,085,333	$0	$0	$0	$0	$100,085,333	$100,085,333
RRIF/TIFIA Financing Program (Potential Loan)	12.24.05	$162,500,000	$162,500,000	$162,500,000	$162,500,000	$162,500,000	$812,500,000	$812,500,000
Green Line CIG-Core Capacity (Proposed Funding)	12.23.03	$1,507,020,668	$0	$0	$0	$0	$1,507,020,668	$1,883,775,835
Worcester Union Station (WRTA)	12.34.02	$2,312,063	$0	$0	$0	$0	$2,312,063	$2,890,079
Attleboro Station Improvements (GATRA)	12.34.02	$516,277	$0	$0	$0	$0	$516,277	$645,346
Lynnway Multimodal Corridor (RAISE)	11.23.01	$20,250,000	$0	$0	$0	$0	$20,250,000	$27,000,000
Wonderland Multimodal Connector (CPF)	11.23.01	$4,000,000	$0	$0	$0	$0	$4,000,000	$4,000,000
Alewife Station and Garage Technical Asst. (IFACGP)	12.71.01	$1,195,800	$0	$0	$0	$0	$1,195,800	$1,391,600
Columbus Ave. Bus Lane Ph. II (CMAQ)	11.23.01	$27,240,000	$0	$0	$0	$0	$27,240,000	$34,050,000
Lynn Station Improvements (STP)	12.34.02	$38,480,000	$0	$0	$0	$0	$38,480,000	$48,100,000
Lynn Broad Street Corridor TSP (CMAQ)	11.23.01	$238,240	$0	$0	$0	$0	$238,240	$297,800
Jackson Sq. Station Access Impr. (CMAQ)	12.34.02	$26,800,000	$0	$0	$0	$0	$26,800,000	$33,500,000
Fairmount Line Decarbonization (CRP)	12.23.03	$15,000,000	$0	$0	$0	$0	$15,000,000	$18,750,000
Systemwide Flood Mitigation (PROTECT)	12.33.03	$4,000,000	$0	$0	$0	$0	$4,000,000	$5,000,000
Rail Transformation - Early Action CMAQ)	12.24.03	$16,000,000	$0	$0	$0	$0	$16,000,000	$20,000,000
Central Station Accessibility Project (CMAQ)	12.33.02	$4,000,000	$0	$0	$0	$0	$4,000,000	$5,000,000
Nubian Square Bus Circulation Improv. (CMAQ)	12.33.01	$4,000,000	$0	$0	$0	$0	$4,000,000	$5,000,000
Pedal & Park System Modernization (CMAQ)	12.43.42	$2,000,000	$0	$0	$0	$0	$2,000,000	$2,500,000
FFY25–29 Total Federal Funding		**$2,403,108,462**	**$605,533,785**	**$605,533,785**	**$605,533,785**	**$605,533,786**	**$4,825,243,603**	**$5,803,992,521**

Note:

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments for FFY25-29.

TIP programs and projects are based on the draft FY 2025-29 CIP and planned federal obligations as of April 24. Adjustments may be made to federal projects and budgets as the FY 2025-29 CIP is finalized.

The Activity Line Item (ALI) codes are preliminary only and generally reflect the bulk of the TIP program. Within a program there may be several different ALI codes used.

RRIF loan funding for the PTC/ATC/Fiber Resiliency project is based on the currently planned drawdown schedule and is subject to change.

RRIF/TIFIA financing program funding is an initial estimate and will be refined as projects are identified and loans are finalized with the Build America Bureau.

Table 3-9
FFYs 2025–29 TIP Transit Table (MBTA Federal Capital Program – Project List and Descriptions [80% Federal Share])

Funds	TIP Program	CIP ID#	Project Name	FFY 2025	FFY 2026–2029	Total (Federal)	Project Description
FTA Formula Funds (5307, 5337, 5339)							
5307 - Bridge and Tunnel							
5307	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	$0	$73,200,000	$73,200,000	This program uses information provided through the bridge inspection and load rating program to design and construct prioritized bridge rehabilitation, repair, or replacement projects.
				$0	**$73,200,000**	**$73,200,000**	
5307 - Revenue Vehicles							
5307	Revenue Vehicles	P0369	Green Line Type 10 Vehicle Replacement Program	$39,323,169	$392,185,564	$431,508,733	Procurement of 102 new fully-accessible light rail vehicles and related infrastructure improvements to replace the existing Type 7 and Type 8 fleets, with additional optional cars available in the contract to support increased system capacity.
5307	Revenue Vehicles	P0618	Procurement of 40ft Enhanced Electric Hybrid Buses	$0	$109,093,636	$109,093,636	Procurement of 460 40ft Enhanced Electric Hybrid (EEH) buses to replace 310 40ft diesel buses purchased in 2006-2008 and support more reliable, efficient, and sustainable operations. Includes vehicle testing, warranty, and inspection.
5307	Revenue Vehicles	P0649	Option Order Procurement of New Flyer Hybrid 40ft Buses	$253,666	$0	$253,666	Procurement of 194 40ft buses with hybrid propulsion to replace an aging fleet and improve fuel economy.
5307	Revenue Vehicles	P0860	Hybrid Bus Overhaul (New Flyer XDE40 - SR 1881)	$0	$1,440,000	$1,440,000	Midlife overhaul of major systems and components (e.g., engine, battery upgrade, drive unit, cooling systems, axles, brakes) of 60 40ft BAE hybrid buses to ensure reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	$33,593,024	$10,926,844	$44,519,869	Midlife overhaul of major systems and components of 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements. Also includes condition assessment activities for 175 40ft CNG buses, and 45 60ft hybrid buses.
5307	Revenue Vehicles	P1154	CNG Bus Overhaul (New Flyer XN40 - SR 1982)	$18,876,633	$3,318,909	$22,195,542	Planning for the midlife overhaul of 175 40-foot New Flyer CNG buses delivered 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1162	Reliability Centered Maintenance - Blue, Orange and Red Line	$11,525,154	$16,794,846	$28,320,000	Improvements to trucks, brakes, motors, current collectors, propulsion, and auxiliary fuses on the Blue Line and improvements to propulsion, brakes, HVAC, and doors on the Red and Orange Lines.
				$103,571,646	**$533,759,800**	**$637,331,446**	
5307 - Signals and Systems							
5307	Signals and Systems	P0285	Signal Program - Red/Orange Line	$29,723,045	$8,000,002	$37,723,048	Replacement and upgrade of signal equipment on the Red and Orange Lines. Includes renewal of track circuit modules using latest digital audio frequency technology and replacement of wayside equipment.
5307	Signals and Systems	P0857	Mattapan HSL Transformation	$18,461,678	$73,166,817	$91,628,495	State of good repair and accessibility improvements, power upgrades, and other infrastructure investments on the Mattapan Line.
5307	Signals and Systems	P0912	Systemwide Tunnel Flood Mitigation Program	$0	$4,000,000	$4,000,000	Planning, training, and infrastructure improvements to make the tunnel network more resilient to flooding exposures due to storm surge, precipitation, and sea level rise.
5307	Signals and Systems	P1210	PILC-EPR Medium Voltage Cable Replacement Program	$4,200,000	$7,600,000	$11,800,000	Replacement of medium voltage AC cables that are beyond their useful life between traction power substations to maintain a state of good repair and reduce lead exposure risk to employees.
5307	Signals and Systems	P1212	Systemwide 15kV Feeder and Duct Bank Replacement	$6,400,000	$4,400,000	$10,800,000	Design and systemwide replacement of cables with Paper Insulated Lead Covered (PILC) feeders with new cables containing Ethylene Propylene Rubber (EPR) feeders to increase employee safety and power system resiliency.

(Table 3-9 cont.)

Funds	TIP Program	CIP ID#	Project Name	FFY 2025	FFY 2026–2029	Total (Federal)	Project Description
				$58,784,724	$97,166,821	$155,951,545	
5307 - Stations and Facilities							
5307	Stations and Facilities	P0066a	Quincy Adams Accessibility Improvements	$374,633	$0	$374,633	Replacement of three existing elevators and addition of new elevator at Quincy Adams, according to ADA/BCIL requirements. Also includes upgrades to mechanical, communication, and safety systems, as well as wayfinding signage.
5307	Stations and Facilities	P0066e	Harvard/Central Elevator	$400,000	$0	$400,000	Replacement of existing station elevator No. 821 at Harvard Square and No. 861 at Central Square on the Red Line, per ADA/BCIL requirements. Also includes replacement of central escalator No. 360.
5307	Stations and Facilities	P0066g	Downtown Crossing Elevator Phase 1	$72,000	$0	$72,000	Installation of two new elevators at Downtown Crossing to meet ADA and BCIL requirements. Includes exit gate improvements, creation of 'points of safety' with fire/smoke rated wall and door assemblies, and a new fire alarm system.
5307	Stations and Facilities	P0075	Elevator Program Multiple Location Design	$5,239,223	$2,154,438	$7,393,661	Design and some construction work for the replacement of elevators and/or addition of new, redundant elevators and related wayfinding amenities at transit stations.
5307	Stations and Facilities	P0104	Charlestown Bus - Seawall Rehabilitation	$2,000,000	$0	$2,000,000	Stabilization of the Mystic River shoreline and replacement of existing seawall to protect Charlestown Bus Facility from flooding. Includes a collaboration with Massachusetts DCR to build a multi-use public path along the seawall.
5307	Stations and Facilities	P0671a	Quincy Bus Facility Modernization	$20,000,000	$20,039,222	$40,039,222	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.
5307	Stations and Facilities	P0671b	Arborway Bus Facility - Design Funding	$135,482	$22,184,518	$22,320,000	Design funding to support the construction of a new Arborway bus facility to accommodate battery electric bus (BEB) infrastructure and bus electrification.
5307	Stations and Facilities	P0912a	Airport Tunnel Portal Flood Protection	$0	$8,056,000	$8,056,000	Addition of floodgates and large steel doors to the entrance of the Blue Line tunnel at the tunnel's Airport Portal to prevent flooding. Includes updates to pump rooms and traction power systems.
5307	Stations and Facilities	P0912b	Systemwide Pump Room Upgrades	$960,000	$960,000	$1,920,000	Design phase funding for state of good repair improvements to rapid transit and Silver Line tunnel pump rooms, including state of good repair and SCADA upgrades.
5307	Stations and Facilities	P1216	Everett Building 2 Floor Repairs	$0	$6,020,000	$6,020,000	Repairs to the heavily deteriorated structure on the first floor of Everett's Building 2 facility that supports heavy rail service.
5307	Stations and Facilities	P1225	Systemwide Escalator and Elevator Replacement Program	$0	$5,440,000	$5,440,000	Replacement of escalators and elevators systemwide that are in poor condition, have limited parts available, and require replacement as identified in the MBTA's 20-Year Vertical Transportation Capital Plan.
5307	Stations and Facilities	P1232	Green Line D Branch Enhanced Accessibility Improvements	$0	$16,818,334	$16,818,334	Accessibility improvements on the Green Line D Branch to improve existing station entrances and increase accessibility.
				$29,181,338	$81,672,512	$110,853,850	
5337 - Bridge and Tunnel							
5337	Bridge and Tunnel	P0006	Gloucester Drawbridge Replacement	$2,650,225	$0	$2,650,225	Replacement of Gloucester Drawbridge on the Rockport Line. The new bridge will consist of a moveable bascule span with two independent barrels, two spans of precast concrete box beams, a new steel superstructure, and a new micro-pile abutment.
5337	Bridge and Tunnel	P0008	Emergency Bridge Design / Inspection & Rating	$606,005	$870,128	$1,476,133	Funding to support as-needed emergency design, inspection, and rating of bridges.
5337	Bridge and Tunnel	P0009	Bridges - Design	$3,958,094	$3,148,405	$7,106,499	Design funding to support the repair, rehabilitation, and replacement of bridges across the system.
5337	Bridge and Tunnel	P0018	North Station Draw 1 Bridge Replacement	$4,003,242	$179,315,006	$183,318,248	Replacement of North Station Draw 1 bridge structures and control tower. Includes construction of three new vertical lift bridges, and extension of existing station platform to accommodate track 11 and 12.
5337	Bridge and Tunnel	P0495	Bridge Bundling Contract	$7,031,801	$168,199	$7,200,000	Replacement of six Commuter Rail bridges at Intervale Rd. in Weston; Bacon St. in Wellesley; High Line Bridge in Somerville; Lynn Fells Parkway in Melrose; Parker St. in Lawrence; and Commercial St. in Lynn.

(Table 3-9 cont.)

Funds	TIP Program	CIP ID#	Project Name	FFY 2025	FFY 2026–2029	Total (Federal)	Project Description
5337	Bridge and Tunnel	P0551	Longfellow Approach	$12,018,929	$29,883,518	$41,902,448	Rehabilitation of Longfellow Approach viaduct, Span 1 of the Longfellow Bridge, and station platforms at Charles/MGH Station. Includes new track, power, communication and signal systems, and additional emergency egress and redundant elevators.
5337	Bridge and Tunnel	P0627	Systemwide Bridge Inspection and Rating	$0	$16,436,826	$16,436,826	Program to support in-depth inspection and load rating of MBTA-owned bridges at regular intervals. Load ratings are used to establish a systemwide priority list of bridge repairs, rehabilitation, and replacement.
5337	Bridge and Tunnel	P0892	Saugus Drawbridge Replacement	$8,000,000	$0	$8,000,000	Design of Saugus Drawbridge replacement on the Newburyport/Rockport Line. The new bridge would include a widened approach embankment, a new control house, signal upgrades, and relocation of submerged utilities.
5337	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	$9,225,823	$5,814,178	$15,040,000	This program uses information provided through the bridge inspection and load rating program to design and construct prioritized bridge rehabilitation, repair, or replacement projects.
5337	Bridge and Tunnel	P1116	Systemwide Culvert Inspection and Load Rating	$4,171,205	$5,828,794	$10,000,000	Inventory, inspection, and load rating of the MBTA's approx. 1,300 culverts supporting in-service structures systemwide. The scope of work includes an initial inspection to establish baseline condition, followed by inspection every five years.
5337	Bridge and Tunnel	R0074	Tunnel Inspection Systemwide	$6,572,268	$8,318,320	$14,890,589	Ongoing inspection and rating of Red Line, Orange Line, Green Line, and Blue Line tunnels.
				$58,237,593	**$249,783,376**	**$308,020,969**	
5337 - Revenue Vehicles							
5337	Revenue Vehicles	P0239	F40 Commuter Rail Locomotive Overhaul	$29,967,699	$5,423,881	$35,391,580	Overhaul of 37 F40 Commuter Rail locomotives to improve reliability and reduce risk of unplanned maintenance.
5337	Revenue Vehicles	P0370	Green Line Train Protection	$0	$62,198,491	$62,198,491	Procurement and installation of on-board and wayside equipment for a train protection and information system on the Green Line to mitigate red signal violations, train-to-train collisions, derailments, and intrusions into work zones.
5337	Revenue Vehicles	P0918	Future Rolling Stock	$10,100,735	$29,899,265	$40,000,000	Planning funds to support future procurement of 25 electrified or decarbonized Commuter Rail rolling stock to replace the oldest vehicles in the fleet and support rail electrification.
5337	Revenue Vehicles	P0927	Rolling Stock - Locomotive and Coach State of Good Repair and Resiliency	$0	$6,000,000	$6,000,000	Program to upgrade system reliability, correct deficiencies, standardize procedures, and increase equipment availability for Commuter Rail rolling stock through vehicle procurement, testing, service life enhancement, and overhauls.
5337	Revenue Vehicles	P1173	HSP46 Locomotive Overhaul	$13,235,993	$104,581,812	$117,817,805	Midlife overhaul of 40 HSP46 Locomotives to improve reliability and reduce risk of unplanned maintenance.
				$53,304,427	**$208,103,448**	**$261,407,875**	
5337 - Signals and Systems							
5337	Signals and Systems	P0146	SCADA Upgrades	$0	$1,600,000	$1,600,000	Upgrades to the Power Supervisory Control and Data Acquisition (SCADA) communication network from leased lines to the Security Wide Area Network (SWAN) to provide high-speed ethernet connection at 24 traction power substations and unit substations.
5337	Signals and Systems	P0261	Worcester Line Track and Station Accessibility Improvements	$8,630,029	$17,255,714	$25,885,742	New third track and realignment of existing tracks on the Framingham and Worcester Commuter Rail lines between Weston and Framingham. Includes upgrades to Wellesley Farms, Wellesley Hills, Wellesley Square, and West Natick Stations.
5337	Signals and Systems	P0283	Green Line Central Tunnel Signal - 25 Cycle	$3,840,000	$0	$3,840,000	Replacement of 25Hz track circuits with 100Hz track circuits in the Green Line central tunnel. Includes replacement of track circuit cable, trough, messenger, cases, relays, rectifiers, and signal power equipment.
5337	Signals and Systems	P0301	Systemwide Radio	$13,027,825	$25,211,102	$38,238,927	Upgrade of the MBTA's existing two-way radio system used by MBTA Transit Police and operations personnel. This project includes mobile radios for heavy rail, light rail, and bus vehicles.

(Table 3-9 cont.)

Funds	TIP Program	CIP ID#	Project Name	FFY 2025	FFY 2026–2029	Total (Federal)	Project Description
5337	Signals and Systems	P0591	Green Line Central Tunnel Track and Signal Replacement	$0	$16,059,747	$16,059,747	Rehabilitation and upgrades to signal and track infrastructure within the Green Line Central Tunnel. Includes central instrumentation houses and signal, track, and power systems at Copley, Park Street, and Government Center.
5337	Signals and Systems	P1104	Traction Power Substation Replacement	$2,048,049	$7,711,951	$9,760,000	Complete replacement of electrical systems and strucural, mechanical, and plumbing improvements at aging traction power substations (TPSS). This scope also includes a TPSS Design Guide to standardize future improvements.
5337	Signals and Systems	P1132	Ashmont Branch Track Replacement	$2,926,585	$1,073,414	$4,000,000	Design and construction for partial reconstruction of track and track support systems on the Ashmont Branch of the Red Line.
5337	Signals and Systems	P1139	Asset Management Program	$0	$17,827,156	$17,827,156	Implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.
5337	Signals and Systems	P1213	Systemwide SCADA Equipment Upgrade	$0	$5,240,000	$5,240,000	Equipment and fiber optic network upgrades to the Supervisory Control and Data Acquisition (SCADA) system that controls critical power infrastructure. Upgrades incl. a new master terminal, programmable logic controllers, and remote terminal units.
5337	Signals and Systems	P1315	Fairmount Line Infrastructure for Decarbonized Service	$14,880,000	$33,068,800	$47,948,800	Delivery of infrastructure necessary to operate decarbonized service every 20 minutes on the Fairmount line.
				$45,352,488	**$125,047,883**	**$170,400,371**	
5337 - Stations and Facilities							
5337	Stations and Facilities	P0066	Elevator Program	$1,218,320	$0	$1,218,320	Design and construction funding for elevator improvements on the rapid transit system. Individual elevator projects are separated into unique projects once construction stage is reached.
5337	Stations and Facilities	P0076	Oak Grove Station Vertical Transportation Improvements	$800,000	$0	$800,000	Accessibility upgrades at Oak Grove station, including three elevators, replacement of one existing elevator, sidewalk repairs, and wayfinding and station-brightening improvements.
5337	Stations and Facilities	P0087	Braintree and Quincy Adams Garage Rehabilitation	$4,897,128	$0	$4,897,128	Full rehabilitation of the Red Line's Braintree Station and Quincy Adams Station parking garages to extend the operable service life of each facility by forty years.
5337	Stations and Facilities	P0129	Newton Highlands Green Line Station Accessibility Project	$7,871,971	$45,874,472	$53,746,443	Accessibility improvements at Newton Highlands Station on the Green Line D Branch, including three ramps covered with canopies, raised platforms, one at-grade pedestrian crossing, site lighting, new platform shelters, and covered bike racks.
5337	Stations and Facilities	P0163	Forest Hills Improvement Project	$6,563,799	$19,525,963	$26,089,762	Accessibility and state of good repair improvements at Forest Hills Station. Includes elevator replacement, new elevator/stair tower to connect upper and lower busway, accessibility upgrades, station brightening, wayfinding, and platform repairs.
5337	Stations and Facilities	P0168	Symphony Station Improvements	$2,325,070	$21,214,550	$23,539,620	Upgrade Symphony Station to a modern and fully accessible passenger facility. Includes construction of four new elevators, raised platforms, accessible restrooms, installation of egress stairs, and upgraded fire alarm systems.
5337	Stations and Facilities	P0174	Natick Center Station Accessibility Project	$6,047,998	$0	$6,047,998	Reconstruction and modernization of Natick Center Station, including new fully accessible high-level side platforms,elevators, ramps, stairs, lighting, wayfinding, streetscape, upgraded tracks, and connection to the Cochituate Rail Trail.
5337	Stations and Facilities	P0395	Worcester Union Station Accessibility and Infrastructure Improvements	$2,841,410	$0	$2,841,410	Includes high-level center platform with elevators, ramps, and stairs; replacement and realignment of station tracks; and construction of a new rail crossover to improve accessibility, operations, and service capacity at Worcester Union Station.
5337	Stations and Facilities	P0631b	Blue Line Communications Rooms Improvements	$7,703,264	$7,630,902	$15,334,166	Rehabilitation of communications rooms along the Blue Line to bring them into a state of good repair and support the implementation of Fare Transformation.
5337	Stations and Facilities	P0679	Codman Yard Expansion and Improvements	$0	$48,023,156	$48,023,156	Improvements to Codman Yard, including in-kind replacement of existing infrastructure and the expansion of storage capacity to support the new Red Line trains.
5337	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	$2,837,794	$65,914,866	$68,752,660	Improvements to surface track and stations on the E branch of the Green Line, extending from the Northeastern Station portal to Heath Street Station.
5337	Stations and Facilities	P0924	B Branch Accessibility & Capacity Improvements	$936,373	$107,054,690	$107,991,063	Track realignments, accessibility improvements, potential consolidation, and station and traction power upgrades along the Green Line B branch between Blandford St. and Warren St. Stations.

(Table 3-9 cont.)

Funds	TIP Program	CIP ID#	Project Name	FFY 2025	FFY 2026–2029	Total (Federal)	Project Description
5337	Stations and Facilities	P1010	Riverside Vehicle Maintenance Facility Modifications & Upgrades	$17,447,512	$22,032,492	$39,480,004	Upgrades to existing hoists, pits, and mezzanines at the Riverside Vehicle Maintenance Facility to accommodate the future Type 10 fleet.
5337	Stations and Facilities	P1011	Green Line Extension Vehicle Maintenance Facility Modifications & Upgrades	$1,582,058	$288,000	$1,870,058	Design and installation of a new hoist at the Green Line Extension (GLX) Vehicle Maintenance Facility to accommodate the future Type 10 fleet.
5337	Stations and Facilities	P1025	Lynn Station Parking Garage Deconstruction	$12,000,303	$6,349,933	$18,350,236	Decommissioning of the closed Lynn Station parking garage.
5337	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	$7,818,263	$15,628,653	$23,446,916	Demolition of the Lake Street facility and reconfiguration into an expanded yard. The site will be designed to maximize train storage, streamline yard operations, and eliminate a sharp curve in anticipation of the larger Type 10 light rail fleet.
5337	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	$8,937,149	$15,487,719	$24,424,868	Reconfiguration of various track elements at Reservoir, including the lower west yard, East/West Wye, Chestnut Hill Avenue connection, B-branch connection, and non-revenue track around Cleveland Circle.
5337	Stations and Facilities	P1144b	BET Roof and HVAC Replacement	$6,240,000	$0	$6,240,000	Replacement of roofing system, skylights, and rooftop HVAC equipment along with energy efficiency measures including HVAC and lighting upgrades at the Commuter Rail Facility in Somerville.
5337	Stations and Facilities	P1171	Billerica MOW Repair and Storage Facility	$880,000	$0	$880,000	Funds to design and construct a new, fully accessible Commuter Rail maintenance facility, storage yards, and tracks in Billerica, with eight service bays, wash bay, overhead bridge crane, office space, and employee amenities.
5337	Stations and Facilities	R0069	Park Street Station Wayfinding Improvements	$1,650,033	$0	$1,650,033	Various improvements to lighting, CCTV placement, wayfinding and illuminated exit signage, Braille signage, floor finishes, benches, and 24 staircases at Park Street. Includes artwork restoration and reopening of Tremont Street's Temple Place stairs.
5337	Stations and Facilities	R0071	Lynn Station and Parking Garage Improvements Phase II	$0	$2,581,808	$2,581,808	Design funding for new elevators, stairs, platform, canopy, and architectural improvements to the station and the intent to acquire and demolish structures under station's viaduct. Existing parking garage will also be replaced by surface parking.
				$100,598,447	**$377,607,204**	**$478,205,651**	
5339 - Bus Program							
5339	Bus Program	P1154	CNG Bus Overhaul (New Flyer XN40 - SR 1982)	$5,845,455	$759,002	$6,604,458	Planning for the midlife overhaul of 175 40-foot New Flyer CNG buses delivered 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5339	Bus Program	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	$12,593,962	$25,035,095	$37,629,057	Midlife overhaul of major systems and components of 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements. Also includes condition assessment activities for 175 40ft CNG buses, and 45 60ft hybrid buses.
				$18,439,418	**$25,794,097**	**$44,233,515**	

Note: Project descriptions and dollar amounts are preliminary only and are provided for informational purposes. In many cases, the scopes of work and project budgets will become more fully developed as the design process proceeds and is completed. The MBTA may also opt to fund a project from a different FTA funding source based on the timing of projects and the availability of FTA funds

Capital Investment Grant / Core Capacity Program							
FTA 5337 Formula Funds Currently in the TIP (80% Federal Share) - November 2024							
CC ID	TIP Program	CIP #	Project Name	FFY 2025	FFY 2026-2029	Total (Federal)	Core Capacity ID#
5337	Signals and Systems	P0591	Green Line Central Tunnel Track and Signal Replacement	$0	$16,059,747	$16,059,747	1, 17
5337	Stations and Facilities	P1010	Riverside Vehicle Maintenance Facility Modifications & Upgrades	$17,447,512	$22,032,492	$39,480,004	2, 18
		P0921	GL Type 10 Dedicated High Speed Test Track (Design)	$0	$0	$0	3
		P1102	Overhead Contact System Relocation	$0	$0	$0	4
		P1105	Type 10 Operator Simulator Installation (Design)	$0	$0	$0	5

(Table 3-9 cont.)

CC ID	TIP Program	CIP #	Project Name	FFY 2025	FFY 2026-2029	Total (Federal)	Core Capacity ID#
		P0920	Green Line VMF Systematic Preliminary Design	$0	$0	$0	N/A
5337	Stations and Facilities	P1011	Green Line Extension Vehicle Maintenance Facility Modifications & Upgrades	$1,582,058	$288,000	$1,870,058	7
5337	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	$8,937,149	$15,487,719	$24,424,868	8
5337	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	$7,818,263	$15,628,653	$23,446,916	9
		P1136	Innerbelt GLX Yard Expansion and MOW Building	$0	$0	$0	10
5337	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	$2,837,794	$65,914,866	$68,752,660	11
		P1334	Riverside Yard Optimization (Construction)	$0	$0	$0	12
		P0922	GL Traction Power Upgrades for Increased Capacity	$0	$0	$0	13
		P1337	GL Type 10 Light Rail Fleet Replacement - Option Cars (58 Cars)	$0	$0	$0	14
		P1338	Reservoir VMF Modifications & Upgrades	$0	$0	$0	15
5337	Stations and Facilities	P0924	B Branch Accessibility & Capacity Improvements	$936,373	$107,054,690	$107,991,063	16a, b, c
				$39,559,149	**$242,466,167**	**$282,025,316**	

Note: The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10%. Each Project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591, P1010, P0921, P1102, P1105, P0920, P1011, P1103, P1101, P1136, P0923, P1334, P0922, P1337, P1338, and P0924 are approved in the transit element of the endorsed FFY25-29 Boston Region TIP and the Transit Investment Report of the FFY25-29 Massachusetts STIP. These Projects are elements of the MBTA's Core Capacity application and are identified in the table above. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of $282,025,316 of Boston UZA 5337 formula funding to support the completion of these projects. Upon award, Projects, budgets, and funding sources will be amended as required.

RRIF/TIFIA Financing Program				
Projects Potentially Funded by Federal RRIF/TIFIA Loans				
TIP Program	CIP ID#	Project Name	Loan Amount and Timing - TBD	Project Description
RRIF/TIFIA Financing	P0671a	Quincy Bus Facility Modernization	Potential RRIF/TIFIA loan - amount and timing to be determined	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.
RRIF/TIFIA Financing	P0952	Widett Layover and Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined	Preliminary design for a Commuter Rail layover facility at Widett Circle in South Boston.
RRIF/TIFIA Financing	P0170	Newton Commuter Rail Stations Design	Potential RRIF/TIFIA loan - amount and timing to be determined	Design of a fully accessible Commuter Rail station in Newton with 400' platform and the potential for either a double-sided or center-running high-level platform.
RRIF/TIFIA Financing	P0178	South Attleboro Station Improvements	Potential RRIF/TIFIA loan - amount and timing to be determined	Design for the construction of a new South Attleboro station, to include 800-ft. high-level platforms, three elevators, platform access ramps, a bus bay, egress to Newport Ave., additional parking, improved vehicular circulation, updated lighting.
RRIF/TIFIA Financing	P0863	South-Side Commuter Rail Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined	Assessment and design for a new Commuter Rail maintenance and layover facility at Readville. Includes design for future construction of multiple maintenance bays within Yard 1 and Upper Yard 2.

Note: The MBTA is exploring the use of federal loans through the Build America Bureau to finance certain capital projects at a lower interest rate than traditional tax-exempt bonds. This includes loans under the Railroad Rehabilitation & Improvement Financing (RRIF) and Transportation Infrastructure Finance and Innovation Act (TIFIA) programs. The projects listed above are being considered for this program, subject to the approval of funding through the CIP process. Additional project and funding information will be provided through a future TIP/Amendment if federal grant funds or loans are utilized.

Table 3-10
FFYs 2025–29 TIP Transit Table (MWRTA)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
								STIP: 2025 - 2029 (D)
Federal Fiscal Year 2025						$16,066,000	$12,472,000	$3,594,000
MetroWest Regional Transit Authority						$16,066,000	$12,472,000	$3,594,000
2025	MWRTA011699	RTA Fleet Upgrades	5307 FORMULA- ACQUIRE REVENUE VEHICLE- TROLLEY CNG QTY 4	5307	$1,000,000	$500,000	$500,000	
2025	MWRTA011699	RTA Fleet Upgrades	5307 FORMULA- ACQUIRE REVENUE VEHICLE- TROLLEY CNG QTY 4	RTACAP	$1,000,000	$500,000		$500,000
2025	MWRTA011700	RTA Fleet Upgrades	METROWEST RTA 5307 CARBON REDUCTION- ACQUIRE EV REVENUE TROLLEY	5307CR	$1,250,000	$1,250,000	$1,250,000	
2025	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DOF	$15,000,000	$2,000,000	$2,000,000	
2025	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DRTACAP	$15,000,000	$500,000		$500,000
2025	MWRTA011709	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY CNG 29FT TRANSIT BUS	5307	$1,980,000	$1,584,000	$1,584,000	
2025	MWRTA011709	RTA Fleet Upgrades	METROWEST RTA- ACQUIRE HEAVY DUTY CNG 29FT TRANSIT BUS	RTACAP	$1,980,000	$396,000		$396,000
2025	MWRTA011814	RTA Fleet Upgrades	MetroWest RTA - Procurement of 3 29 Foot Buses	5307	$2,376,000	$1,980,000	$1,980,000	
2025	MWRTA011814	RTA Fleet Upgrades	MetroWest RTA - Procurement of 3 29 Foot Buses	TDC	$2,376,000	$396,000		$396,000
2025	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	5307	$3,000,000	$1,750,000	$1,750,000	
2025	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	TDC	$3,000,000	$350,000		$350,000
2025	RTD0011109	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$300,000	$240,000	$240,000	
2025	RTD0011109	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$300,000	$60,000		$60,000
2025	RTD0011110	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$300,000	$150,000	$150,000	
2025	RTD0011110	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$300,000	$150,000		$150,000
2025	RTD0011111	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	$700,000	$560,000	$560,000	
2025	RTD0011111	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	$700,000	$140,000		$140,000
2025	RTD0011121	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station (FCRS)	5307	$10,000	$8,000	$8,000	
2025	RTD0011121	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station (FCRS)	RTACAP	$10,000	$2,000		$2,000
2025	RTD0011124	RTA Fleet Upgrades	MetroWest RTA - 5307 FORMULA 2025 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION INFRASTRUCTURE COSTS - DISCRETIONARY	5307	$500,000	$250,000	$250,000	
2025	RTD0011124	RTA Fleet Upgrades	MetroWest RTA - 5307 FORMULA 2025 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION INFRASTRUCTURE COSTS - DISCRETIONARY	DRTACAP	$500,000	$250,000		$250,000
2025	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	5307	$500,000	$200,000	$200,000	
2025	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	RTACAP	$500,000	$50,000		$50,000

(Table 3-10 cont.)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
2025	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	$4,000,000	$113,172	$113,172	
2025	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5339	$4,000,000	$286,828	$286,828	
2025	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	$4,000,000	$400,000		$400,000
2025	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000	
2025	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000
Federal Fiscal Year 2026						**$20,483,436**	**$15,786,748**	**$4,696,688**
MetroWest Regional Transit Authority						**$20,483,436**	**$15,786,748**	**$4,696,688**
2026	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DOF	$15,000,000	$8,000,000	$8,000,000	
2026	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DRTACAP	$15,000,000	$2,000,000		$2,000,000
2026	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY 5339 BACK ENTRANCE PROJECT BLANDIN	5339D	$7,000,000	$2,800,000	$2,800,000	
2026	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY 5339 BACK ENTRANCE PROJECT BLANDIN	DRTACAP	$7,000,000	$700,000		$700,000
2026	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	5307	$3,000,000	$750,000	$750,000	
2026	MWRTA011815	RTA Facility & System Modernization	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	TDC	$3,000,000	$150,000		$150,000
2026	RTD0011117	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	$700,000	$560,000	$560,000	
2026	RTD0011117	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	$700,000	$140,000		$140,000
2026	RTD0011118	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$300,000	$150,000	$150,000	
2026	RTD0011118	RTA Facility & System Modernization	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$300,000	$150,000		$150,000
2026	RTD0011119	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$450,000	$360,000	$360,000	
2026	RTD0011119	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$450,000	$90,000		$90,000
2026	RTD0011120	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	5307	$10,000	$8,000	$8,000	
2026	RTD0011120	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	RTACAP	$10,000	$2,000		$2,000
2026	RTD0011125	RTA Fleet Upgrades	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	5339	$1,000,000	$500,000	$500,000	
2026	RTD0011125	RTA Fleet Upgrades	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	RTACAP	$1,000,000	$500,000		$500,000
2026	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	5307	$500,000	$200,000	$200,000	

(Table 3-10 cont.)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
2026	RTD0011134	RTA Facility & Vehicle Maintenance	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	RTACAP	$500,000	$50,000		$50,000
2026	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	$4,000,000	$400,000	$400,000	
2026	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	$4,000,000	$400,000		$400,000
2026	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	5339D	$2,293,744	$458,748	$458,748	
2026	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	RTACAP	$2,293,744	$114,688		$114,688
2026	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000	
2026	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000
Federal Fiscal Year 2027						**$15,505,353**	**$11,610,537**	**$3,894,816**
MetroWest Regional Transit Authority						**$15,505,353**	**$11,610,537**	**$3,894,816**
2027	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DOF	$15,000,000	$2,000,000	$2,000,000	
2027	MWRTA011701	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	DRTACAP	$15,000,000	$500,000		$500,000
2027	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY 5339 BACK ENTRANCE PROJECT BLANDIN	5339D	$7,000,000	$2,800,000	$2,800,000	
2027	MWRTA011707	RTA Facility & System Modernization	METROWEST RTA- DISCRETIONARY 5339 BACK ENTRANCE PROJECT BLANDIN	DRTACAP	$7,000,000	$700,000		$700,000
2027	MWRTA011708	RTA Facility & System Modernization	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	RTACAP	$1,000,000	$500,000		$500,000
2027	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	$4,000,000	$400,000	$400,000	
2027	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	$4,000,000	$400,000		$400,000
2027	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	5339D	$2,293,744	$458,748	$458,748	
2027	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	RTACAP	$2,293,744	$114,688		$114,688
2027	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000	
2027	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000
2027	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	$2,600,000	$960,000	$960,000	
2027	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	$2,600,000	$240,000		$240,000
2027	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$900,000	$150,000	$150,000	
2027	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$900,000	$150,000		$150,000

(Table 3-10 cont.)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
2027	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$1,350,000	$360,000	$360,000	
2027	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$1,350,000	$90,000		$90,000
2027	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	5307	$30,000	$8,000	$8,000	
2027	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	RTACAP	$30,000	$2,000		$2,000
2027	RTD0011200	RTA Vehicle Replacement	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRETIONARY	5339D	$1,771,917	$1,653,789	$1,653,789	
2027	RTD0011200	RTA Vehicle Replacement	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRETIONARY	DRTACAP	$1,771,917	$118,128		$118,128
2027	RTD0011201	RTA Fleet Upgrades	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	5339D	$1,800,000	$720,000	$720,000	
2027	RTD0011201	RTA Fleet Upgrades	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	DRTACAP	$1,800,000	$180,000		$180,000
2027	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	5307	$3,000,000	$500,000	$500,000	
2027	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	RTACAP	$3,000,000	$500,000		$500,000
Federal Fiscal Year 2028						**$19,233,436**	**$16,756,748**	**$2,476,688**
MetroWest Regional Transit Authority						**$19,233,436**	**$16,756,748**	**$2,476,688**
2028	MWRTA011705	RTA Facility & System Modernization	METROWEST RTA - PASSENGER TRANSFER STATION	5339D	$12,000,000	$12,000,000	$12,000,000	
2028	MWRTA011708	RTA Facility & System Modernization	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	RTACAP	$1,000,000	$500,000		$500,000
2028	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	$4,000,000	$400,000	$400,000	
2028	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	$4,000,000	$400,000		$400,000
2028	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	5339D	$2,293,744	$458,748	$458,748	
2028	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	RTACAP	$2,293,744	$114,688		$114,688
2028	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000	
2028	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000
2028	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	$2,600,000	$560,000	$560,000	
2028	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	$2,600,000	$140,000		$140,000
2028	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$900,000	$150,000	$150,000	
2028	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$900,000	$150,000		$150,000
2028	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$1,350,000	$360,000	$360,000	

(Table 3-10 cont.)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds
2028	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$1,350,000	$90,000		$90,000
2028	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	5307	$30,000	$8,000	$8,000	
2028	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	RTACAP	$30,000	$2,000		$2,000
2028	RTD0011201	RTA Fleet Upgrades	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	5339D	$1,800,000	$720,000	$720,000	
2028	RTD0011201	RTA Fleet Upgrades	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	DRTACAP	$1,800,000	$180,000		$180,000
2028	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	5307	$3,000,000	$500,000	$500,000	
2028	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	RTACAP	$3,000,000	$500,000		$500,000
Federal Fiscal Year 2029						**$35,833,436**	**$34,036,748**	**$1,796,688**
MetroWest Regional Transit Authority						**$35,833,436**	**$34,036,748**	**$1,796,688**
2029	MWRTA011706	RTA Facility & System Modernization	METROWEST RTA- Hydrogen Fuel Generation and Dispensing Depot	5339D	$30,000,000	$30,000,000	$30,000,000	
2029	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	5307	$4,000,000	$400,000	$400,000	
2029	RTD0011137	RTA Vehicle Replacement	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	RTACAP	$4,000,000	$400,000		$400,000
2029	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	5339D	$2,293,744	$458,748	$458,748	
2029	RTD0011138	RTA Vehicle Replacement	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	RTACAP	$2,293,744	$114,688		$114,688
2029	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	5307	$10,000,000	$1,600,000	$1,600,000	
2029	RTD0011195	Operating	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	SCA	$10,000,000	$400,000		$400,000
2029	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	5307	$2,600,000	$560,000	$560,000	
2029	RTD0011196	RTA Facility & Vehicle Maintenance	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	RTACAP	$2,600,000	$140,000		$140,000
2029	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	5307	$900,000	$150,000	$150,000	
2029	RTD0011197	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	RTACAP	$900,000	$150,000		$150,000
2029	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	5307	$1,350,000	$360,000	$360,000	
2029	RTD0011198	RTA Facility & Vehicle Maintenance	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	RTACAP	$1,350,000	$90,000		$90,000
2029	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	5307	$30,000	$8,000	$8,000	
2029	RTD0011199	RTA Facility & Vehicle Maintenance	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	RTACAP	$30,000	$2,000		$2,000
2029	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	5307	$3,000,000	$500,000	$500,000	
2029	RTD0011267	RTA Fleet Upgrades	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	RTACAP	$3,000,000	$500,000		$500,000

Table 3-11
FFYs 2025–29 TIP Transit Table (CATA)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
									STIP: 2025 - 2029 (D)
Federal Fiscal Year 2025						**$3,518,750**	**$750,000**	**$2,668,750**	**$100,000**
Cape Ann Transportation Authority						**$3,518,750**	**$750,000**	**$2,668,750**	**$100,000**
2025	CATA011692	RTA Facility & Vehicle Maintenance	CATA-repave admin/ops facility parking lot Previous FY24 Project #RTD0010587	5307	$480,000	$320,000	$320,000		
2025	CATA011692	RTA Facility & Vehicle Maintenance	CATA-repave admin/ops facility parking lot Previous FY24 Project #RTD0010587	RTACAP	$480,000	$180,000		$180,000	
2025	CATA011694	RTA Facility & Vehicle Maintenance	Cape Ann TA-rehab/renovate of existing facility	RTACAP	$250,000	$250,000		$250,000	
2025	CATA011695	RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	$540,000	$180,000		$180,000	
2025	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2025	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000
2025	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$96,250		$96,250	
2025	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	$37,500	$30,000	$30,000		
2025	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	$37,500	$70,000		$70,000	
2025	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	$600,000	$1,800,000		$1,800,000	
2025	T00073	RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$92,500		$92,500	
Federal Fiscal Year 2026						**$3,280,000**	**$680,000**	**$2,500,000**	**$100,000**
Cape Ann Transportation Authority						**$3,280,000**	**$680,000**	**$2,500,000**	**$100,000**
2026	CATA011694	RTA Facility & Vehicle Maintenance	Cape Ann TA-rehab/renovate of existing facility	5307	$250,000	$250,000	$250,000		
2026	CATA011694	RTA Facility & Vehicle Maintenance	Cape Ann TA-rehab/renovate of existing facility	RTACAP	$250,000	$250,000		$250,000	
2026	CATA011695	RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	$540,000	$180,000		$180,000	
2026	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2026	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000
2026	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$100,000		$100,000	
2026	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	$37,500	$30,000	$30,000		
2026	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	$37,500	$70,000		$70,000	
2026	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	$600,000	$1,800,000		$1,800,000	
2026	T00073	RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	
Federal Fiscal Year 2027						**$2,280,000**	**$430,000**	**$1,750,000**	**$100,000**
Cape Ann Transportation Authority						**$2,280,000**	**$430,000**	**$1,750,000**	**$100,000**
2027	CATA011695	RTA Facility & System Modernization	Cape Ann TA-APC, AVL	RTACAP	$540,000	$180,000		$180,000	
2027	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2027	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000
2027	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$100,000		$100,000	

(Table 3-11 cont.)

Year	Project Number	Program	Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
2027	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	$37,500	$30,000	$30,000		
2027	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	$37,500	$70,000		$70,000	
2027	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	$600,000	$1,300,000		$1,300,000	
2027	T00073	RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	
Federal Fiscal Year 2028						**$800,000**	**$430,000**	**$270,000**	**$100,000**
Cape Ann Transportation Authority						**$800,000**	**$430,000**	**$270,000**	**$100,000**
2028	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2028	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000
2028	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$100,000		$100,000	
2028	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	$37,500	$30,000	$30,000		
2028	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	$37,500	$70,000		$70,000	
2028	T00073	RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	
Federal Fiscal Year 2029						**$2,300,000**	**$1,630,000**	**$570,000**	**$100,000**
Cape Ann Transportation Authority						**$2,300,000**	**$1,630,000**	**$570,000**	**$100,000**
2029	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	5307	$356,250	$400,000	$400,000		
2029	RTD0010579	RTA Facility & Vehicle Maintenance	CATA - -Preventive Maintenance	LF	$356,250	$100,000			$100,000
2029	RTD0010583	RTA Facility & Vehicle Maintenance	CATA - -buy misc small capital	RTACAP	$15,000	$100,000		$100,000	
2029	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	5307	$37,500	$30,000	$30,000		
2029	RTD0010584	RTA Facility & Vehicle Maintenance	CATA - -acquire shop equip/small capital	RTACAP	$37,500	$70,000		$70,000	
2029	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	DOF	$600,000	$1,200,000	$1,200,000		
2029	RTD0010591	RTA Vehicle Replacement	CATA - -Revenue Vehicle Replacement.	RTACAP	$600,000	$300,000		$300,000	
2029	T00073	RTA Facility & Vehicle Maintenance	CATA-Rehab/Renovation Administration & Operations Facility	RTACAP	$30,000	$100,000		$100,000	

DETAILED PROJECT DESCRIPTIONS

Field Definitions

Proponent: This field lists the primary advocate for each project, who is responsible for seeing the project through to completion.

ID Number: This number references the project's identification number in MassDOT's project-tracking system.

Project Type: This field provides the type of project programmed. For those projects programmed with Regional Target funds (projects listed in Section 1A of the TIP tables), the projects are categorized according to the MPO's six investment programs (Bicycle and Pedestrian, Complete Streets, Intersection Improvements, Major Infrastructure, Community Connections, and Transit Transformation). For those projects programmed directly by MassDOT (projects listed in Sections 1B, 2A, 2B, 2C, and 3B), MassDOT's STIP Program categories are applied.

Cost: This figure is the total project cost as programmed in the TIP across all fiscal years, including years outside of FFYs 2025–29.

Funding Source: The funding source indicates whether a project is funded using the MPO's Regional Target funds or MassDOT's statewide highway funds.

Scoring Summary: This table shows the number of points awarded to the project across each of the MPO's project evaluation categories. MPO staff has not evaluated all projects in the TIP; staff only evaluates projects that are being considered for funding with the MPO's Regional Target funds. The field definitions for the tables are as follows for all projects scored in the MPO's Bicycle and Pedestrian, Complete Streets, Intersection Improvements, Major Infrastructure, and Transit Transformation investment programs:

- Safety: Safety
- MR: Mobility and Reliability
- AC: Access and Connectivity
- RES: Resilience
- CA/HC: Clean Air/Healthy Communities
- TE: Transportation Equity
- Total: This figure is the summation of the project's scores across the above six categories (100 possible points).

Projects within the MPO's Community Connections Program are scored using different categories, given the unique nature of this program. The field definitions for those tables are as follows:

- Conn: Connectivity
- Coord: Regional and Interlocal Coordination
- Plan: Plan Implementation
- TE: Transportation Equity
- CCM: Climate Change Mitigation
- PM: Performance Management
- Total: This figure is the summation of the project's scores across the above six categories (100 possible points).

As mentioned in Chapter 2, the MPO adopted a revised set of project selection criteria in October 2023. These new criteria were used to score new projects under consideration for funding using the MPO's Regional Target funds for both the FFYs 2025–29 TIP cycle. For this reason, the scoring criteria and point allocations vary based on when a project was evaluated for funding and programmed in the TIP. Point allocations are specified for each project, and some project pages feature additional information in this section to provide context for how projects were evaluated. Further details on all of the MPO's project selection criteria are available in Appendix A.

Project Description: The description of the project is based, in part, on the written description of the project on MassDOT's Project Information website. In some cases, these descriptions have been modified to clarify the details of the projects. Projects evaluated by the MPO tend to have more detailed descriptions, as more complete project documentation was provided to MPO staff for these projects.

Funding Summary: Funding tables are included for each project and show the following information:

- Year: This field provides the federal fiscal year(s) during which the project is programmed for funding.
- Federal and Non-Federal Funds: These fields show a breakdown of project funding from federal and non-federal sources. Typically, these fields will show an 80/20 split, with federal funds accounting for 80 percent of project funding and a 20 percent state match accounting for the remaining funds.
- Total Funds Programmed: This field shows the total funding programmed for the project in the FFYs 2025–29 TIP by the year of expenditure. Information regarding TIP projects changes periodically, so funding amounts for all projects are subject to adjustment throughout the fiscal year.

For more information on all projects, please visit MassDOT's Project Information website, https://hwy.massdot.state.ma.us/projectinfo/projectinfo.asp, the Boston Region MPO's website, bostonmpo.org, or contact Ethan Lapointe, TIP Manager, at elapointe@ctps.org.

ACTON: INTERSECTION AND SIGNAL IMPROVEMENTS ON ROUTES 2 AND 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD AND TAYLOR ROAD

Proponent: MassDOT
ID Number: 607748
Project Type: Intersection Improvements
Cost: $11,266,036
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Work consists of intersection Safety upgrades for signs, pavement markings, and traffic signals as identified through a Road Safety Audit Process in the town of Acton.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$9,012,829	$9,012,829
Non-Federal Funds	–	–	–	–	$2,253,207	$2,253,207
Total Funds	—	—	—	—	$11,266,036	$11,266,036

ARLINGTON: STRATTON SCHOOL IMPROVEMENTS (SRTS)

Proponent: MassDOT
ID Number: 609531
Project Type: Safe Routes to School
Cost: $2,133,673
Funding Source: Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will provide a fully accessible safe walking route with safe roadway crossings for pedestrians and children walking to Stratton Elementary School in Arlington on Hemlock Street between Pine Street and Dickson Avenue, and Dickson Avenue.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,706,938	–	–	–	–	$1,706,938
Non-Federal Funds	$426,735	–	–	–	–	$426,735
Total Funds	$2,133,673	—	—	—	—	$2,133,673

ARLINGTON: BROADWAY COMPLETE STREETS DESIGN

Proponent: Arlington
ID Number: S12979
Project Type: Complete Streets
Cost: $1,395,000
Funding Source: Regional Target Funds

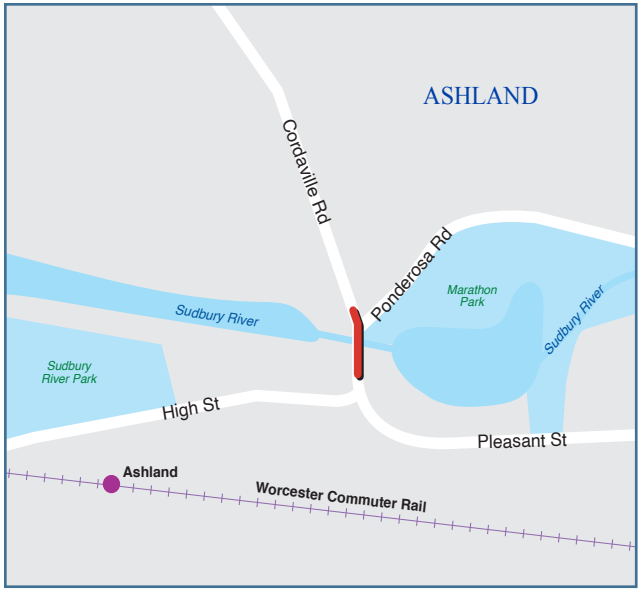
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	16 out of 16	16 out of 16	10.5 out of 15	13 out of 14	7.6 out of 20	17 out of 17	80.1 out of 100

Project Description

This project will design a reconfiguration of Broadway in Arlington between Alewife Brook Parkway and Massachusetts Avenue for improved access by persons who walk, bike, roll, or use transit. The design will also investigate methods for improving stormwater management and mitigating urban heat island impacts. This project may be ready to advertise for construction as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,116,000	–	–	–	–	$1,116,000
Non-Federal Funds	$279,000	–	–	–	–	$279,000
Total Funds	$1,395,000	—	—	—	—	$1,395,000



ASHLAND: BRIDGE REPLACEMENT, A-14-006, CORDAVILLE ROAD OVER SUDBURY RIVER

Proponent: MassDOT
ID Number: 612099
Project Type: Bridge
Cost: $4,620,483
Funding Source: State Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge A-14-006, which carries Cordaville Road over the Sudbury River in Ashland.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$3,696,386	–	–	$3,696,386
Non-Federal Funds	–	–	$924,097	–	–	$924,097
Total Funds	—	—	$4,620,483	—	—	$4,620,483

ASHLAND: REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET

Proponent: Ashland
ID Number: 608436
Project Type: Intersection Improvements
Cost: $1,316,339
Funding Source: Regional Target Funds

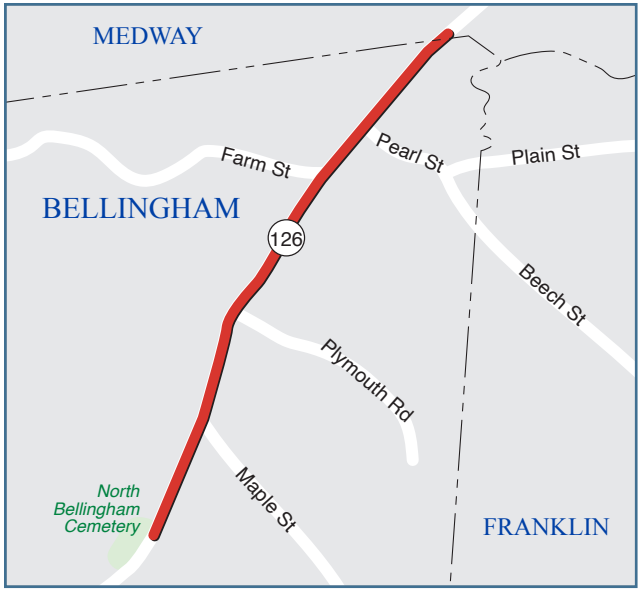
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 30	10 out of 29	5 out of 29	2 out of 16	1 out of 12	8 out of 18	38 out of 134

Project Description

The primary purpose of the project is to improve the safety features for the roadway corridors of Cherry Street and Main Street in order to establish a Federal Railroad Administration Quiet Zone surrounding the railroad crossings on those two roadways. This goal will primarily be accomplished through the installation of roadway medians and the enhancement of existing railroad crossing signals and gates. In addition, the project addresses a critical gap in the pedestrian sidewalk network through the construction of new sidewalks. The project's other goals include improving the existing roadway condition through pavement reconstruction and enhancing stormwater drainage in the project area.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$1,053,071	–	$1,053,071
Non-Federal Funds	–	–	–	$263,268	–	$263,268
Total Funds	—	—	—	$1,316,339	—	$1,316,339



BELLINGHAM: ROADWAY REHABILITATION OF ROUTE 126 (HARTFORD ROAD), FROM 800 NORTH OF THE I-495 NB OFF RAMP TO MEDWAY TOWN LINE, INCLUDING B-06-017

Proponent: Bellingham
ID Number: 612963
Project Type: Complete Streets
Cost: $8,340,000
Funding Source: Regional Target Funds

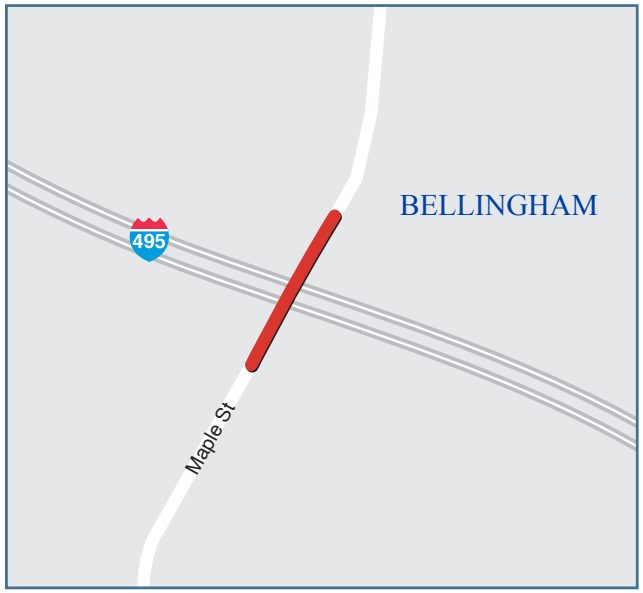
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	7.5 out of 16	12.5 out of 19	14 out of 15	7 out of 14	4.3 out of 20	9 out of 16	54.3 out of 100

Project Description

The project includes roadway rehabilitation along 1.5 miles of Route 126, improved pedestrian and bicycle accommodations with full bilateral sidewalks and a shared-use path, and improvements to the bridge over Hopping Brook (B-06-017). An existing traffic signal at Maple Street will be upgraded and a new signal installed at Pearl Street. The project not only improves drainage throughout the project area but will incorporate improvements for better conveyance of Stall Brook under Route 126 for riverine flood mitigation. This project is funded across two federal fiscal years starting in FFY 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$6,672,000	$6,672,000
Non-Federal Funds	–	–	–	–	$1,668,000	$1,668,000
Total Funds	—	—	—	—	$8,340,000	$8,340,000



BELLINGHAM: BELLINGHAM-BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495

Proponent: MassDOT
ID Number: 612173
Project Type: Bridge
Cost: $13,721,814
Funding Source: State Highway Funds

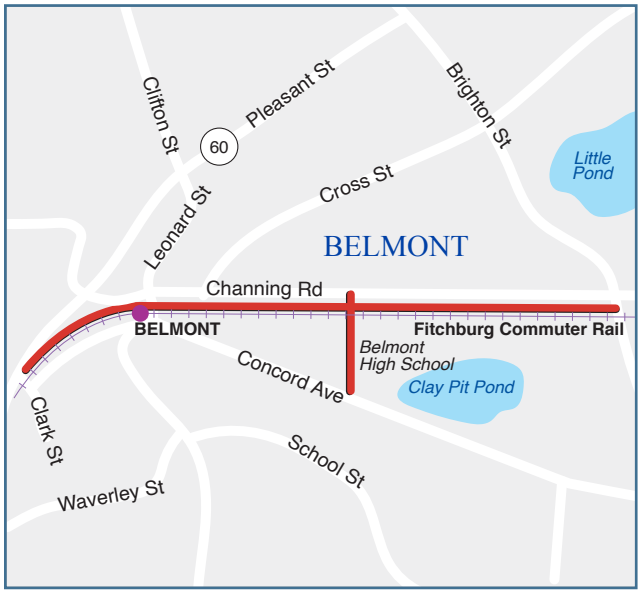
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace the Maple Street bridge over Interstate 495 in the town of Bellingham.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$10,977,451	–	–	–	–	$10,977,451
Non-Federal Funds	$2,744,363	–	–	–	–	$2,744,363
Total Funds	$13,721,814	—	—	—	—	$13,721,814



BELMONT: COMMUNITY PATH, BELMONT COMPONENT OF THE MASS CENTRAL RAIL TRAIL (PHASE 1)

Proponent: Belmont
ID Number: 609204
Project Type: Bicycle and Pedestrian
Cost: $20,499,750
Funding Source: Regional Target Funds

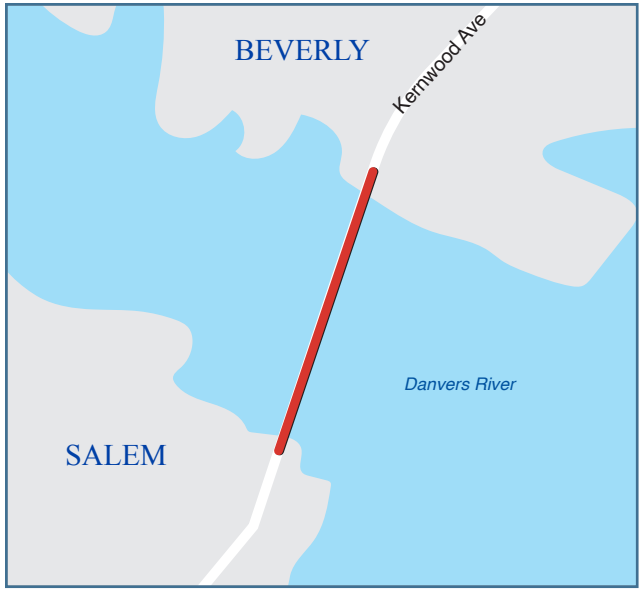
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 20	8 out of 14	18 out of 18	7 out of 14	7.6 out of 20	9 out of 14	64.6 out of 100

Project Description

This project will construct the Belmont Community Path between the existing Fitchburg Cutoff Path and Belmont Center, creating a direct off-street connection between the heart of Belmont, the Alewife MBTA station, and destinations beyond in Cambridge, Somerville, and Boston. The project proposes a 12-foot paved facility with two-foot grass shoulders and additional landscaping along the length of the path that will buffer the new facility from the adjacent railroad tracks and neighboring properties. The project includes an underpass beneath the commuter rail tracks at Channing Road and Alexander Avenue to provide a safe connection between the Winnbrook neighborhood that lies on the north side of the tracks with the bike lanes on Concord Avenue and the adjacent new school serving students in grades 7-12.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$6,400,000	$9,999,800	–	–	$16,399,800
Non-Federal Funds	–	$1,600,000	$2,499,950	–	–	$4,099,950
Total Funds	—	$8,000,000	$12,499,750	—	—	$20,499,750



BEVERLY-SALEM: BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)

Proponent: MassDOT
ID Number: 605276
Project Type: Bridge
Cost: $88,805,268
Funding Source: State Highway Funds

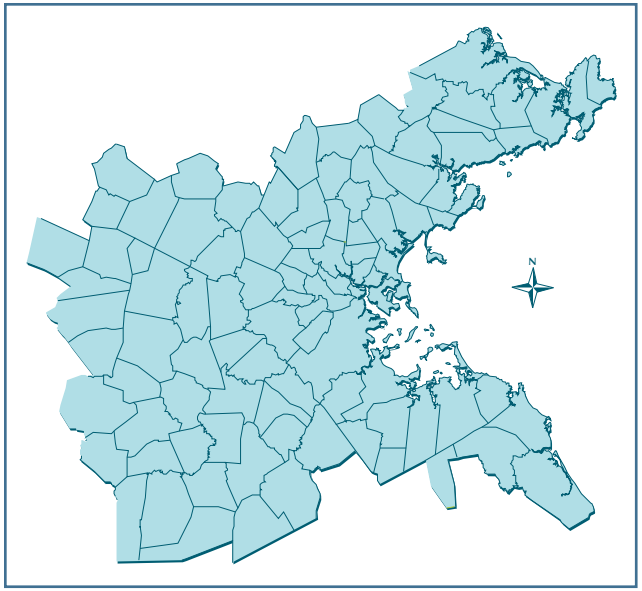
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

A preliminary type study and a value engineering study shall help to determine whether this bridge should be replaced or rehabilitated. If replacement, then three options shall be explored: a fixed high span bridge; replacement of only the approach timber spans; and a complete bridge replacement with a movable span and fixed approach spans.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$71,044,214	–	–	$71,044,214
Non-Federal Funds	–	–	$17,761,054	–	–	$17,761,054
Total Funds	—	—	$88,805,268	—	—	$88,805,268



BIKESHARE STATE OF GOOD REPAIR SET-ASIDE

Proponent: CTPS
ID Number: S12820
Project Type: Community Connections
Cost: $7,000,000
Funding Source: Regional Target Funds

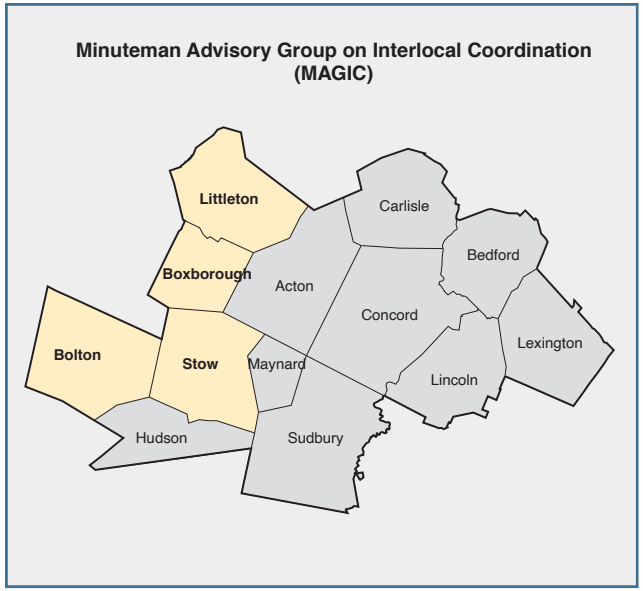
Scoring Summary

This line item sets aside funding to be programmed for projects that will be scored separately using the Bikeshare Support criteria of the MPO's Community Connections program.

Project Description

This line item sets aside funding to support Bikeshare investments within the Community Connections program. Example uses of this set-aside include bikeshare system expansion, as well as replacement and upgrades to existing stations.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$800,000	$1,600,000	$1,600,000	$1,600,000	$5,600,000
Non-Federal Funds	–	$200,000	$400,000	$400,000	$400,000	$1,400,000
Total Funds	—	$1,000,000	$2,000,000	$2,000,000	$2,000,000	$7,000,000



BOLTON, BOXBOROUGH, LITTLETON, STOW: MONTACHUSETT RTA MICROTRANSIT SERVICE

Proponent: Montachusett RTA
ID Number: S12703
Project Type: Community Connections
Cost: $1,316,061
Funding Source: Regional Target Funds

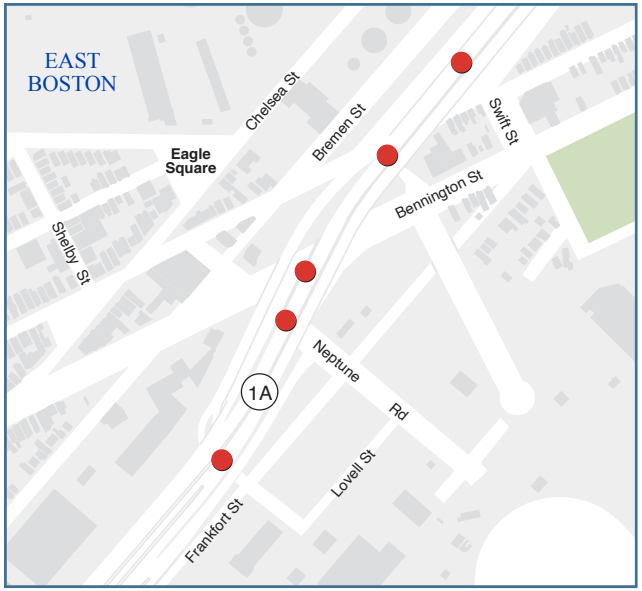
Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	7 out of 18	15 out of 15	3 out of 15	6 out of 18	16 out of 24	10 out of 10	57 out of 100

Project Description

This project will establish an on-demand microtransit service for the towns of Bolton, Boxborough, Littleton, and Stow, to be operated by the Montachusett Regional Transit Authority (MART). The primary goals of the project are to connect residents to employment centers and activity hubs in the region while providing a low-cost transportation alternative to single-occupancy vehicles. The service will utilize MART's existing vehicle fleet and will allow riders to book trips through a mobile app. This project was funded through the FFY 2023 round of grants through the MPO's Community Connections Program, and was funded with $479,066 in that year.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$325,313	–	–	–	–	$325,313
Non-Federal Funds	$325,313	–	–	–	–	$325,313
Total Funds	$406,641	—	—	—	—	$406,641



BOSTON: BRIDGE PRESERVATION, B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 BRIDGES CARRYING STATE ROUTE 1A (EAST BOSTON EXPRESSWAY NB/SB) AND RAMPS

Proponent: MassDOT
ID Number: 613209
Project Type: Bridge
Cost: $6,525,000
Funding Source: Statewide Highway Funds

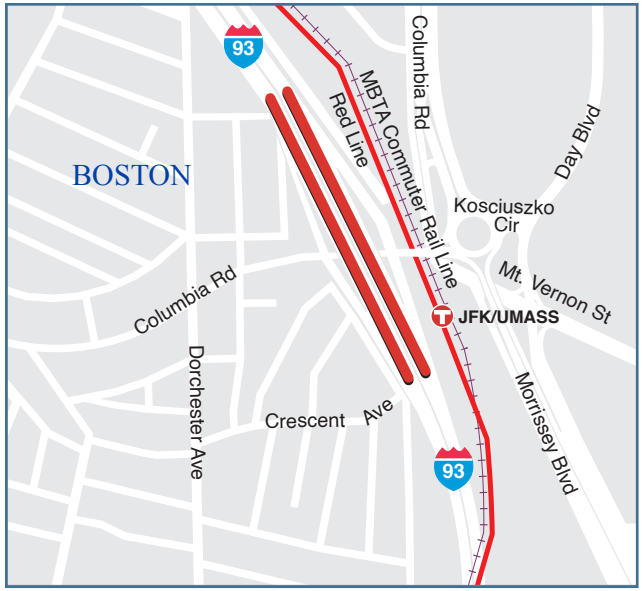
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Bridge preservation of five structures in Boston carrying Route 1A (East Boston Expressway NB/SB) and ramps.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$5,220,000	–	–	–	–	$5,220,000
Non-Federal Funds	$1,305,000	–	–	–	–	$1,305,000
Total Funds	$6,525,000	—	—	—	—	$6,525,000



BOSTON: CLEANING & PAINTING, B-16-259, I-93 OVER MBTA/COLUMBIA ROAD/RED LINE/RELIEF

Proponent: MassDOT
ID Number: 613638
Project Type: Bridge
Cost: $20,000,000
Funding Source: Statewide Highway Funds

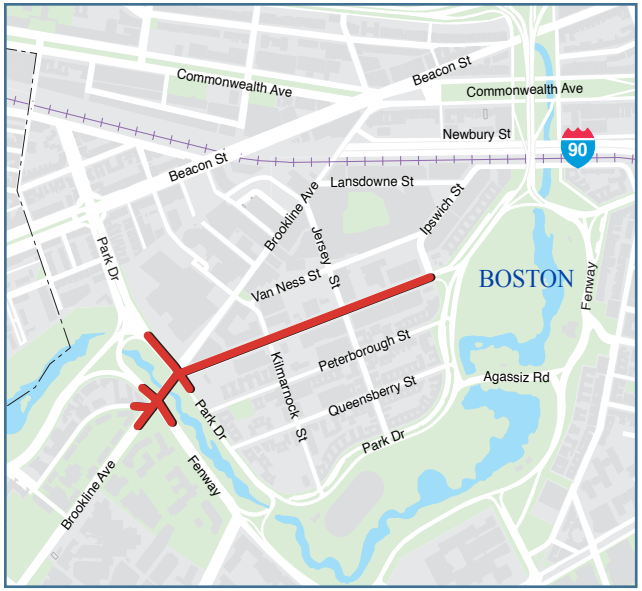
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will consist of cleaning and painting of structural steel at the I-93 bridge crossing the MBTA/Red Line, Columbia Road, and other reliefs in the city of Boston.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$16,000,000	–	–	–	–	$16,000,000
Non-Federal Funds	$4,000,000	–	–	–	–	$4,000,000
Total Funds	$20,000,000	—	—	—	—	$20,000,000



BOSTON: IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE AND PARK DRIVE TO IPSWICH STREET

Proponent: Boston
ID Number: 606453
Project Type: Complete Streets
Cost: $8,665,052
Funding Source: Regional Target Funds

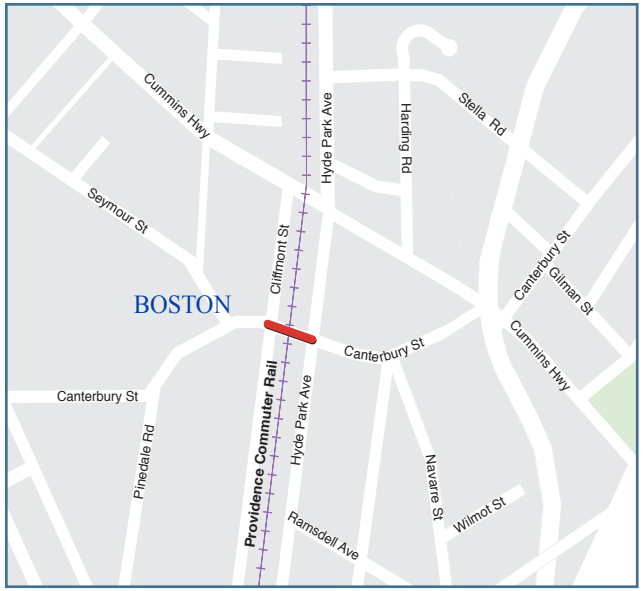
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	17 out of 30	6 out of 29	15 out of 29	12 out of 16	8 out of 12	12 out of 18	60 out of 134

Project Description

This roadway improvement project will enhance safety and mobility for people walking and biking along the Boylston Street corridor. The project will improve traffic signals and crosswalks, replace street lighting, and reconstruct sidewalks and ramps to achieve ADA compliance throughout the corridor. This project will also construct additional improvements to the Muddy River crossing at the western end of the corridor, including along Park Drive to the Landmark Center driveway and at the intersection of Brookline Avenue and Pilgrim Road. These improvements will include the addition of segments of separated bicycle lanes and cycle track, improved signals and crosswalks, and reconstructed sidewalks to shorten pedestrian crossings. The scope of work of this project has been adjusted to coordinate with and reflect recent and upcoming developments along the corridor.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$6,932,042	–	–	–	$6,932,042
Non-Federal Funds	–	$1,733,010	–	–	–	$1,733,010
Total Funds	—	$8,665,052	—	—	—	$8,665,052



BOSTON: BRIDGE REHABILITATION, B-16-107, CANTERBURY STREET OVER AMTRAK RAILROAD

Proponent: MassDOT
ID Number: 608197
Project Type: Bridge
Cost: $5,919,826
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace the superstructure of bridge B-16-107, which carries Canterbury Street over the Amtrak/MBTA tracks.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$4,735,861	–	–	–	$4,735,861
Non-Federal Funds	–	$1,183,965	–	–	–	$1,183,965
Total Funds	—	$5,919,826	—	—	—	$5,919,826

BOSTON: ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)

Proponent: MassDOT
ID Number: 610537
Project Type: Safe Routes to School
Cost: $2,705,058
Funding Source: Statewide Highway Funds

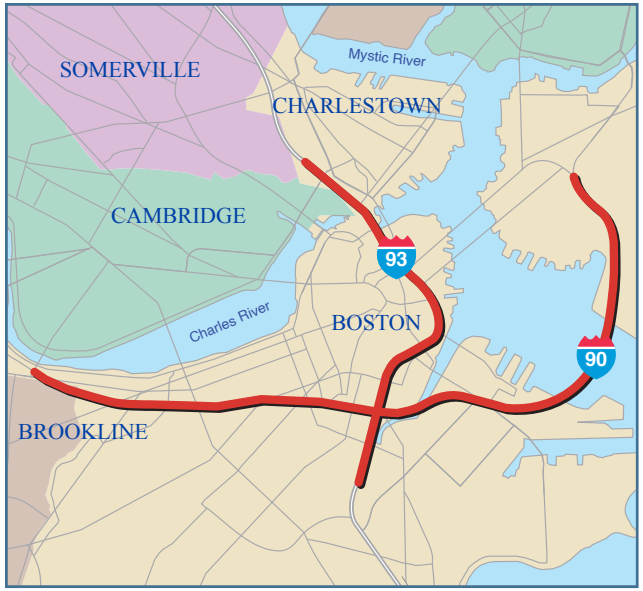
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Ellis Elementary School in Boston through the Safe Routes to School program. The project proposes traffic-calming measures throughout the project area, including speed humps and curb extensions at several locations. Along Humboldt Avenue, the project proposes signal timing adjustments, the addition of bicycle lanes, and the installation of bus bulbs and a crosswalk at the intersection of Humboldt Avenue and Monroe Street. Raised intersection treatments are also proposed at three locations along Walnut Avenue.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$2,164,046	–	–	–	$2,164,046
Non-Federal Funds	–	$541,012	–	–	–	$541,012
Total Funds	—	$2,705,058	—	—	—	$2,705,058



BOSTON: GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTERY/TUNNEL SYSTEM

Proponent: MassDOT
ID Number: 611954
Project Type: Safety Improvements
Cost: $2,423,736
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves the replacement of guide and traffic signs on Interstate 93 and Interstate 90 within the Central Artery/Tunnel system, including applicable signing on intersecting secondary roadways. The project covers approximately six miles along Interstate 90 (mile markers 132 to 138) and five miles along Interstate 93 (mile markers 15 to 20). The project area includes the Ted Williams Tunnel from the Interstate 90 terminus in East Boston westbound to the Brookline/Boston city line east of St. Mary's Street. The project area along Interstate 93 runs between Southhampton Street north to the Mystic Avenue off ramp.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$1,867,174	–	–	–	$1,867,174
Non-Federal Funds	–	$466,794	–	–	–	$466,794
Total Funds	—	$2,333,968	—	—	—	$2,333,968

BOSTON: BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA

Proponent: Boston
ID Number: 612989
Project Type: Complete Streets
Cost: $16,632,000
Funding Source: Regional Target Funds

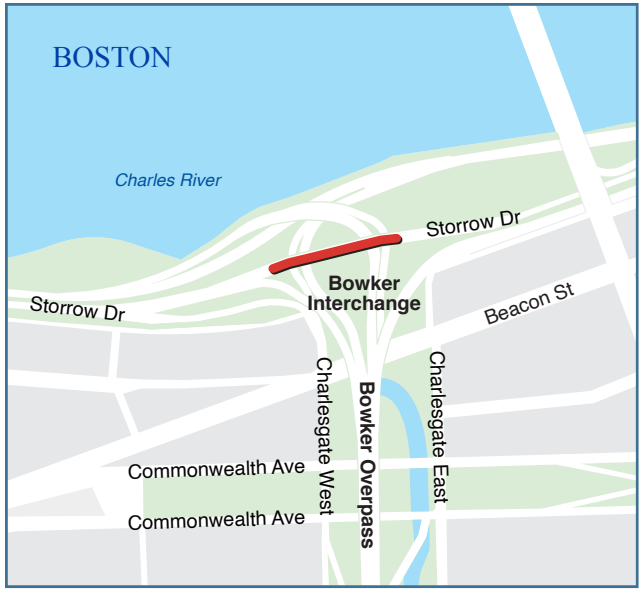
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	5 out of 18	15 out of 20	12.5 out of 18	4.5 out of 12	5.9 out of 20	10.25 out of 12	53.2 out of 100

Project Description

The project replaces the deck of the Cambridge Street Bridge in Boston's Charlestown neighborhood. Cambridge Street travels under Interstate 93 and the bridge traverses the tracks for the MBTA Orange Line, commuter rail, and Amtrak. This state-of-good-repair investment improves multimodal accessibility with upgraded pedestrian and bicycle facilities in addition to a new westbound bus lane for improved bus connections between Sullivan Square, Charlestown, and Somerville.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$13,305,600	–	–	$13,305,600
Non-Federal Funds	–	–	$3,326,400	–	–	$3,326,400
Total Funds	—	—	$16,632,000	—	—	$16,632,000



BOSTON: BRIDGE REPLACEMENT B-16-365-STORROW DRIVE OVER BOWKER RAMPS

Proponent: MassDOT
ID Number: 606728
Project Type: Bridge
Cost: $108,054,000
Funding Source: Statewide Highway Funds

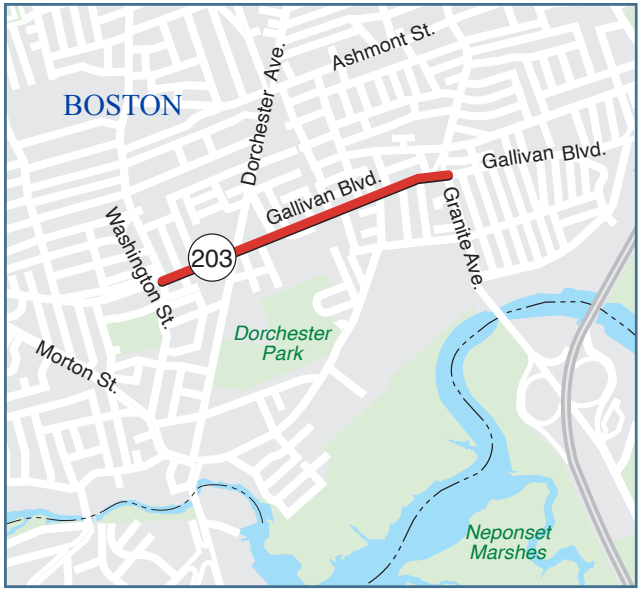
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge B-16-365, which carries Storrow Drive over the Bowker Ramps and Muddy River in Boston. This bridge is currently listed as structurally deficient and has posted vehicle weight restrictions due to its poor condition. The funding for this project includes a $15 million contribution from the Boston Region MPO in FFY 2028.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$51,389,565	$35,053,635	–	$86,443,200
Non-Federal Funds	–	–	$12,847,391	$8,763,409	–	$21,610,800
Total Funds	—	—	$64,236,956	$43,817,044	$25,000,000	$108,054,000



BOSTON: GALLIVAN BOULEVARD (ROUTE 203) SAFETY IMPROVEMENTS, FROM WASHINGTON STREET TO GRANITE AVENUE

Proponent: MassDOT
ID Number: 610650
Project Type: Safety Improvements
Cost: $6,440,000
Funding Source: Statewide Highway Funds

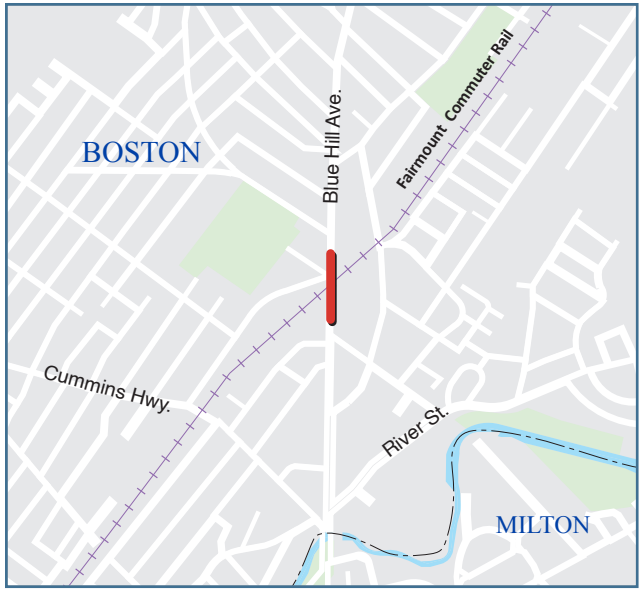
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will implement safety measures for all users along Route 203, Gallivan Boulevard, from Washington Street to Granite Avenue in Boston.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$5,152,000	–	$5,152,000
Non-Federal Funds	–	–	–	$1,288,000	–	$1,288,000
Total Funds	—	—	—	$6,440,000	—	$6,440,000



BOSTON: BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD

Proponent: MassDOT
ID Number: 612519
Project Type: Bridge
Cost: $33,524,397
Funding Source: Statewide Highway Funds

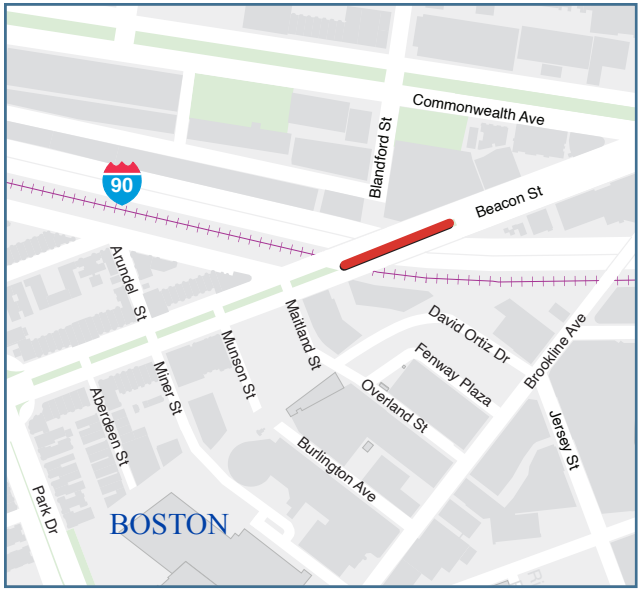
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge B-16-165, which carries Blue Hill Avenue over the MBTA Fairmount and Franklin commuter rail lines in Boston.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$18,006,718	$8,812,800	–	$26,819,518
Non-Federal Funds	–	–	$4,501,679	$2,203,200	–	$6,704,879
Total Funds	—	—	$22,508,397	$11,016,000	—	$33,524,397



BOSTON: DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)

Proponent: MassDOT
ID Number: 613124
Project Type: Bridge
Cost: $40,837,135
Funding Source: Statewide Highway Funds

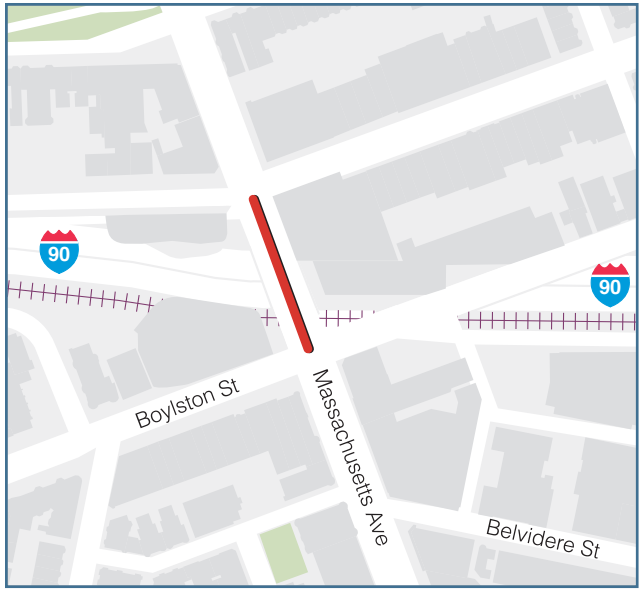
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace the superstructure of the Beacon Street Bridge over Interstate 90 at mile marker 132.2 near Boston University and Landsowne MBTA Station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$7,589,022	$25,080,686	$32,669,708
Non-Federal Funds	–	–	–	$1,897,256	$6,270,171	$8,167,427
Total Funds	—	—	—	$9,486,278	$31,350,857	$40,837,135



BOSTON: DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051(4T5), MASSACHUSETTS AVENUE OVER I-90 AND MBTA (STRUCTURE 54, MILE 132.84)

Proponent: MassDOT
ID Number: 613125
Project Type: Bridge
Cost: $15,176,118
Funding Source: Statewide Highway Funds

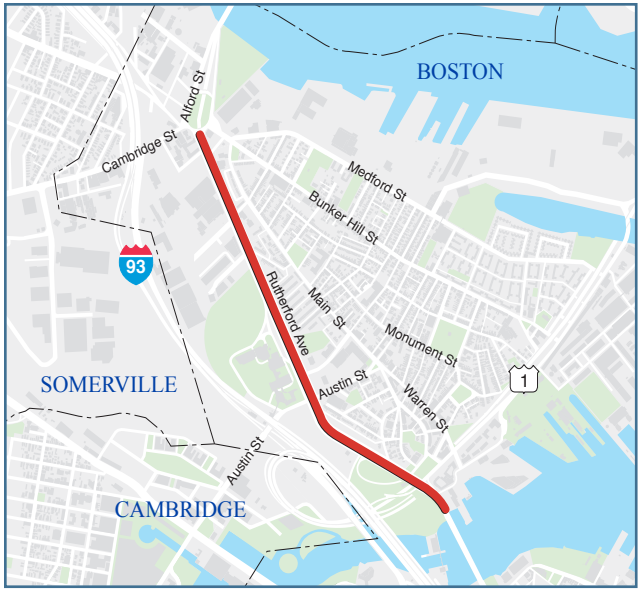
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform deck and superstructure replacement of Bridge B–16–051(4T5), Massachusetts Avenue over Interstate 90 and MBTA commuter rail near Hynes Convention Center Station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$12,140,894	–	$12,140,894
Non-Federal Funds	–	–	–	$3,035,224	–	$3,035,224
Total Funds	—	—	—	$15,176,118	—	$15,176,118



BOSTON: RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE

Proponent: Boston
ID Number: 606226
Project Type: Major Infrastructure
Cost: $197,759,449
Funding Source: Regional Target Funds

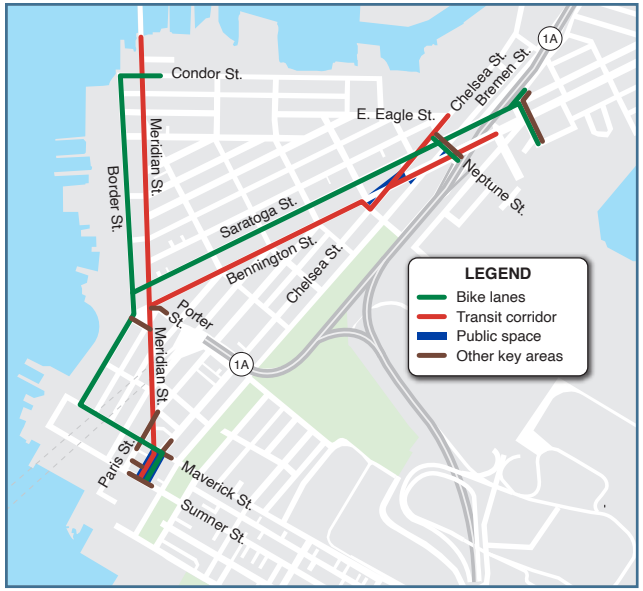
Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

The reconstruction of Rutherford Avenue from City Square to Sullivan Square will make the road a multimodal urban boulevard corridor. This project will be funded over five years, starting in FFY 2028. The total project cost is estimated to be $197,759,449 and the total funding in the FFYs 2025-29 TIP is $78,500,000. The City of Boston will contribute $25,000,000 in local matching funding towards the project.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$26,800,000	$36,000,000	$62,800,000
Non-Federal Funds	–	–	–	$6,700,000	$9,000,000	$15,700,000
Total Funds	—	—	—	$33,500,000	$45,000,000	$78,500,000



BOSTON: EAST BOSTON SAFE STREETS AND ROADS FOR ALL (SS4A) IMPROVEMENTS

Proponent: Boston
ID Number: TBD
Project Type: Complete Streets
Cost: $3,540,665
Funding Source: Earmark Discretionary Funds

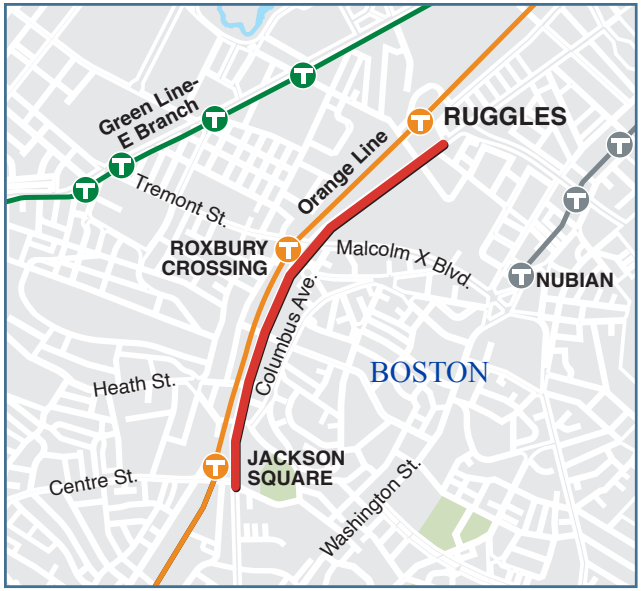
Scoring Summary

These projects were funded through the federal Safe Streets and Roads for All discretionary grant program, and were not evaluated using the MPO's TIP scoring criteria.

Project Description

This line item programs an FFY 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant for the City of Boston in the amount of $2,832,532, with $708,133 in matching funds. The project aims to deploy quick-build, pilot interventions to improve safety and access on two primary East Boston corridor pairs: north-south Meridian/Border Streets (6000') and east-west Bennington/Saratoga Streets (5000'). PLAN: East Boston documents that these streets and the city squares they traverse (Maverick, Central, and Day) rank among the worst locations for severe crashes in East Boston.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$2,832,532	–	–	–	–	$2,832,532
Non-Federal Funds	$708,133	–	–	–	–	$708,133
Total Funds	$3,540,665	—	—	—	—	$3,540,665



BOSTON: COLUMBUS AVENUE BUS LANE PHASE II

Proponent: MBTA
ID Number: S12985
Project Type: Transit Transformation
Cost: $34,050,000
Funding Source: Regional Target Funds

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed before formal evaluation criteria for the Transit Transformation program was in place.

Project Description

Building on Phase 1, Phase 2 of the Columbus Avenue Bus Lanes project includes bus-only lanes, transit signal priority, improvements to bus stops and shelters along Columbus Avenue and Tremont Street, and enhanced pedestrian and bicycle connections into MBTA Orange Line stations at Jackson Square, Roxbury Crossing, and Ruggles. New project elements include green infrastructure to promote traffic calming and reduce impervious surfaces. This project was initially funded for $14.8 million by the Boston Region MPO in the FFY 2021–25 TIP, $16.5 million in the FFY 2024–28 TIP, and now an additional $2.75 million in the FFY 2025–29 TIP for a total MPO contribution of $34.05 million.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$2,200,407	–	–	–	–	$2,200,407
Non-Federal Funds	$550,102	–	–	–	–	$550,102
Total Funds	$2,750,509	—	—	—	—	$2,750,509

BOSTON: JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS

Proponent: MBTA
ID Number: S12819
Project Type: Transit Transformation
Cost: $33,500,000
Funding Source: Regional Target Funds

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed before formal evaluation criteria for the Transit Transformation program was in place.

Project Description

This project includes construction of a new elevator, modernization of an existing elevator, lighting improvements, busway reconfiguration, and various state-of- good-repair improvements to Jackson Square Station on the MBTA's Orange Line. This project was funded for $15,774,204 in FFY 2024 in the FFY 2024–28 TIP, with a total funding contribution between FFYs 2024 and 2025 of $33,500,000 by the Boston Region MPO.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$8,380,637	–	–	–	–	$8,380,637
Non-Federal Funds	$2,095,159	–	–	–	–	$2,095,159
Total Funds	$10,475,796	—	—	—	—	$10,475,796

BOSTON: NUBIAN SQUARE ACCESSIBILITY AND OPERATIONAL IMPROVEMENTS

Proponent: MBTA
ID Number: S12976
Project Type: Transit Transformation
Cost: $5,000,000
Funding Source: Regional Target Funds

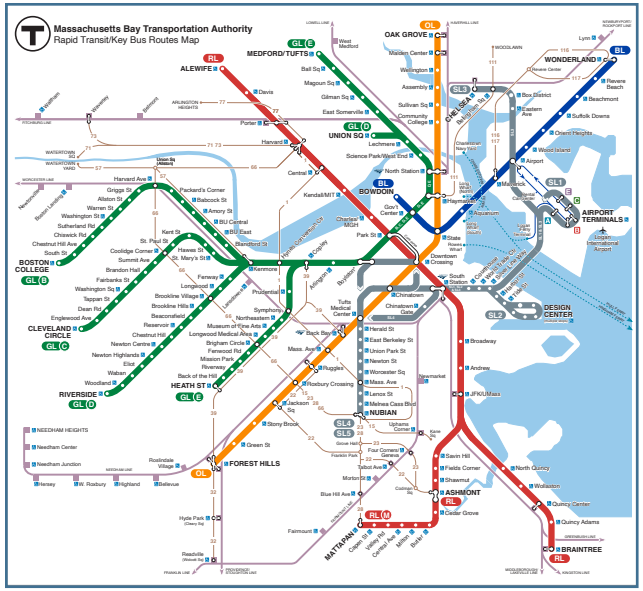
Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed after the project evaluation period to utilize available funding in FFY 2025.

Project Description

This project will construct accessible passenger platforms at Nubian Station to reverse direction of MBTA buses and leverage the City of Boston's street network improvements for increased service efficiency. The project improves signals, striping, and adjusts the curb.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$4,000,000	–	–	–	–	$4,000,000
Non-Federal Funds	$1,000,000	–	–	–	–	$1,000,000
Total Funds	$5,000,000	—	—	—	—	$5,000,000



BOSTON, BRAINTREE, CAMBRIDGE, MALDEN, QUINCY, REVERE, SALEM, SOMERVILLE, WESTWOOD: SYSTEMWIDE PEDAL AND PARK MODERNIZATION (ALEWIFE, ASHMONT, BRAINTREE, DAVIS SQUARE, FOREST HILLS, MALDEN CENTER, NUBIAN, OAK GROVE, ROUTE 128, SALEM, SOUTH STATION, WOLLASTON, WONDERLAND)

Proponent: MBTA
ID Number: S12975
Project Type: Transit Transformation
Cost: $2,500,000
Funding Source: Regional Target Funds

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed after the project evaluation period to utilize available funding in FFY 2025.

Project Description

This project updates 15 MBTA Pedal and Park facilities systemwide to provide a more inclusive, accessible, efficient, and user-friendly standard of bike and micromobility parking, wayfinding, and bike maintenance equipment. The project improves Pedal and Park facilities at transit stations in nine municipalities.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$2,000,000	–	–	–	–	$2,000,000
Non-Federal Funds	$500,000	–	–	–	–	$500,000
Total Funds	$2,500,000	—	—	—	—	$2,500,000

BOSTON: BLUEBIKES STATION REPLACEMENT AND ELECTRIFICATION, 12 STATIONS

Proponent: Boston
ID Number: S12958
Project Type: Community Connections
Cost: $590,348
Funding Source: Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	18 out of 18	8 out of 15	14 out of 15	15.5 out of 18	14 out of 24	10 out of 10	76.5 out of 100

Project Description

This project will replace 10 aging bike-share stations, and two stations will be selected to pilot electrification to lower operational costs of battery swaps for newly adopted e-bikes. For the replacements, Boston selected five high-use stations (10,000 or more trips per year) and five stations that are in areas close to low-income housing and/or in census tracts with a high number of car-free households.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$472,278	–	–	–	–	$472,278
Non-Federal Funds	$118,070	–	–	–	–	$118,070
Total Funds	$590,348	—	—	—	—	$590,348

BOSTON: REPURPOSING SINGLE-SPACE PARKING METER POLES FOR 1,600 BICYCLE RACKS

Proponent: Boston
ID Number: S12959
Project Type: Community Connections
Cost: $379,470
Funding Source: Regional Target Funds

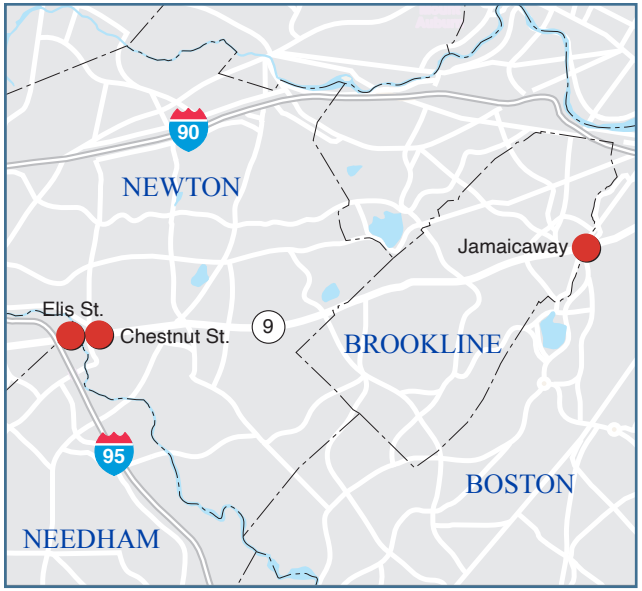
Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	18 out of 18	8 out of 15	18 out of 15	11 out of 18	17 out of 24	10 out of 10	82 out of 100

Project Description

The City of Boston proposes the installation of 1,600 bike racks (3,200 bike parking spaces). These racks are fabricated to slide over existing parking meter poles as part of an ongoing effort by the City to replace all 6,000 single-space parking meters in Boston with multi-space meter kiosks. This project would dramatically increase bicycle parking in Boston's busiest commercial and job centers.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$303,576	–	–	–	–	$303,576
Non-Federal Funds	$75,894	–	–	–	–	$75,894
Total Funds	$379,470	—	—	—	—	$379,470



BOSTON-NEWTON: BRIDGE PRESERVATION OF 3 BRIDGES ALONG STATE ROUTE 9/BOYLSTON STREET

Proponent: MassDOT
ID Number: 613181
Project Type: Bridge
Cost: $9,499,000
Funding Source: Statewide Highway Funds

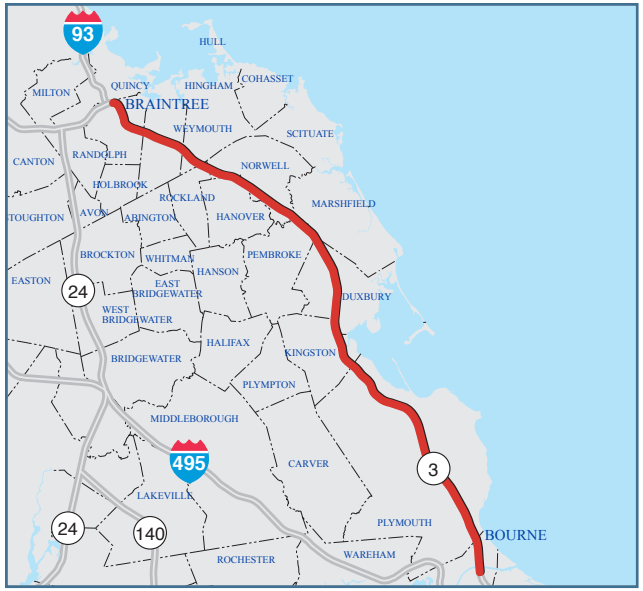
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform deck and superstructure replacement of Bridge B–16–051(4T5), Massachusetts Avenue over Interstate 90 and MBTA commuter rail near Hynes Convention Center Station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$7,599,200	–	–	–	–	$7,599,200
Non-Federal Funds	$1,899,800	–	–	–	–	$1,899,800
Total Funds	$9,499,000	—	—	—	—	$9,499,000



BOURNE TO BRAINTREE: GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 3

Proponent: MassDOT
ID Number: 610714
Project Type: Non-Interstate Pavement
Cost: $4,640,307
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace existing guide and traffic signs with new signs mounted on new and existing supports on State Route 3 between Exit 1 in Bourne and Exit 43 in Braintree, including applicable signs on intersecting secondary roads. The project spans multiple regions including Cape Cod, the Boston Region, Old Colony Planning Council, and Southeastern Massachusetts. Communities include Bourne, Braintree, Duxbury, Hanover, Hingham, Kingston, Marshfield, Norwell, Pembroke, Plymouth, Rockland, and Weymouth.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$4,176,276	–	–	–	–	$4,176,276
Non-Federal Funds	$4,64,031	–	–	–	–	$4,64,031
Total Funds	$4,640,307	—	—	—	—	$4,640,307

BRAINTREE: BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (STATE ROUTE 37) OVER MBTA/CSX RAILROAD

Proponent: MassDOT
ID Number: 607684
Project Type: Bridge
Cost: $26,818,168
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace Bridge B-21-017, Washington Street over MBTA and CSX tracks in Braintree near the Thayer Academy athletic fields.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$21,454,534	–	–	–	$21,454,534
Non-Federal Funds	–	$5,363,634	–	–	–	$5,363,634
Total Funds	—	$26,818,168	—	—	—	$26,818,168

BRAINTREE: BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUOT RIVER

Proponent: MassDOT
ID Number: 612196
Project Type: Bridge
Cost: $12,352,798
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace Bridge B-21-067, JW Maher Highway over the Monatiquot River in Braintree.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$9,882,238	–	–	$9,882,238
Non-Federal Funds	–	–	$2,470,560	–	–	$2,470,560
Total Funds	—	—	$12,352,798	—	—	$12,352,798

BRAINTREE-QUINCY-RANDOLPH: BRIDGE PRESERVATION, B-21-029, Q-01-046, AND R-01-009, BRIDGES OVER I-93 AND STATE ROUTE 28

Proponent: MassDOT
ID Number: 613649
Project Type: Bridge
Cost: $7,799,993
Funding Source: Statewide Highway Funds

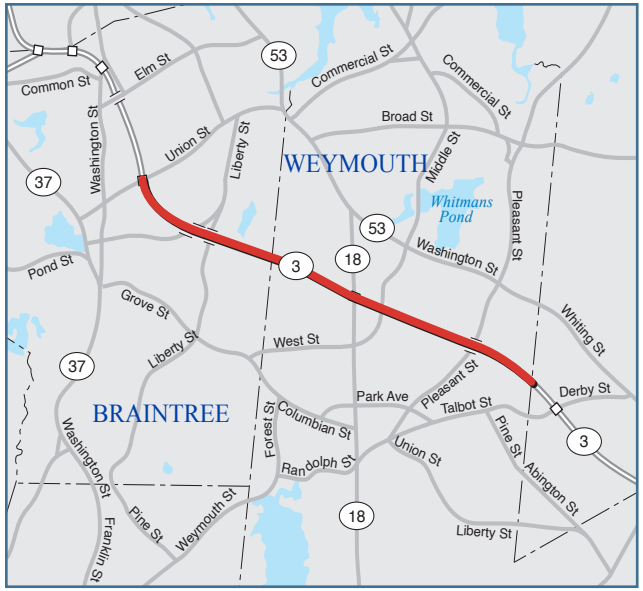
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will consist of preservation work on the joints, deck, superstructure, and substructure at four bridges (two bridge crossings) in the towns of Braintree, Quincy, and Randolph. The first crossing is the I-93/US-1 northbound and southbound bridges over State Route 28/North Main Street/Randolph Road (Quincy and Randolph). The second crossing is the I-93 and State Route 3 interchange, with the State Route 3 bridge and the I-93 southbound Connector bridges overlapping over I-93 (Braintree).

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$6,239,994	–	–	–	$6,239,994
Non-Federal Funds	–	$1,559,999	–	–	–	$1,559,999
Total Funds	—	$7,799,993	—	—	—	$7,799,993



BRAINTREE-WEYMOUTH: RESURFACING AND RELATED WORK ON ROUTE 3

Proponent: MassDOT
ID Number: 612050
Project Type: Non-Interstate Pavement
Cost: $7,971,340
Funding Source: Statewide Highway Funds

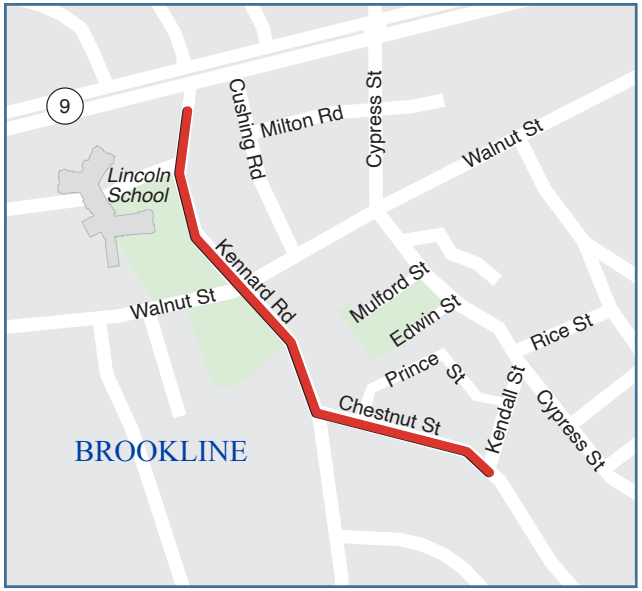
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project includes resurfacing and related work on Route 3 in Braintree and Weymouth. The project's extents run from mile marker 37.7 to mile marker 41.8 for a total of 4.1 miles, or from the Weymouth/Hingham town line to Union Street in Braintree.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$6,377,072	–	–	–	$6,377,072
Non-Federal Funds	–	$1,594,268	–	–	–	$1,594,268
Total Funds	—	$7,971,340	—	—	—	$7,971,340



BROOKLINE: IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)

Proponent: MassDOT
ID Number: 612816
Project Type: Safe Routes to School
Cost: $955,021
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding William H. Lincoln School in Brookline through the Safe Routes to School program. The Project will improve pedestrian and bicycle safety and access improvements on the one-way portion of Chestnut Street, including the installation of a two-way protected bike lane, new sidewalks, new ADA-compliant wheelchair ramps, related pavement markings, and signage. On Kennard Road, the project will construct a new raised intersection, crosswalks, ADA-compliant wheelchair ramps, related pavement markings, and signage at the school driveway to reduce motor vehicle speed and improve pedestrian safety and access.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$764,017	–	–	$764,017
Non-Federal Funds	–	–	$191,004	–	–	$191,004
Total Funds	—	—	$955,021	—	—	$955,021

BROOKLINE: BROOKLINE- REHABILITATION OF WASHINGTON STREET

Proponent: Brookline
ID Number: 610932
Project Type: Complete Streets
Cost: $28,995,267
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	EQUITY	EV	Total
Score	14 out of 18	13 out of 20	11 out of 18	7 out of 12	7.4 out of 20	10 out of 12	62.4 out of 100

Project Description

This project will reconstruct Washington Street in Brookline between Boylston Street and Beacon Street. Washington Street is currently constrained with a narrow right of way that accommodates two lanes of traffic, on-street parking in both directions, bicycling, and significant volumes of pedestrians. Sidewalks are currently in poor condition, and the area contains two HSIP bicycle crash clusters and one pedestrian crash cluster. The project will reconstruct sidewalks along both sides of the entire corridor and will provide protected bicycle facilities in both directions that are separated from vehicular traffic for a vast majority of the corridor. Other multimodal improvements include the provision of dedicated bus pull-out space outside of the travel lanes. The project will also replace the existing signals along Washington Street's length and will reconstruct the roadway surface.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$8,000,000	$15,196,214	$23,196,214
Non-Federal Funds	–	–	–	$8,000,000	$3,799,053	$5,799,053
Total Funds	—	—	—	$10,000,000	$18,995,267	$28,995,267

BROOKLINE: BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES

Proponent: Brookline
ID Number: S12961
Project Type: Community Connections
Cost: $200,000
Funding Source: Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	16 out of 18	8 out of 15	6 out of 15	7 out of 18	13 out of 24	9 out of 10	67 out of 100

Project Description

The Town of Brookline will replace three Bluebikes stations at Beacon and Centre Streets, Beacon at Tappan Street, and Brookline Village–Station Street, as the stations have reached the end of their useful life. The stations at Coolidge Corner and Brookline Village have the greatest ridership within Brookline's network. These sites offer connections to multiple MBTA Green Line stations and bus routes, including the C and D Branches of the Green Line and the Route 66 and 65 high-frequency bus routes. The project will also replace 62 pedal bicycles that have reached the end of their useful life.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$40,000	–	–	–	–	$40,000
Non-Federal Funds	$200,000	–	–	–	–	$200,000
Total Funds	$200,000	—	—	—	—	$200,000

BURLINGTON: IMPROVEMENTS AT I-95 (ROUTE 128)/ROUTE 3 INTERCHANGE

Proponent: MassDOT
ID Number: 609516
Project Type: Intersection Improvements
Cost: $6,987,926
Funding Source: Statewide Highway Funds

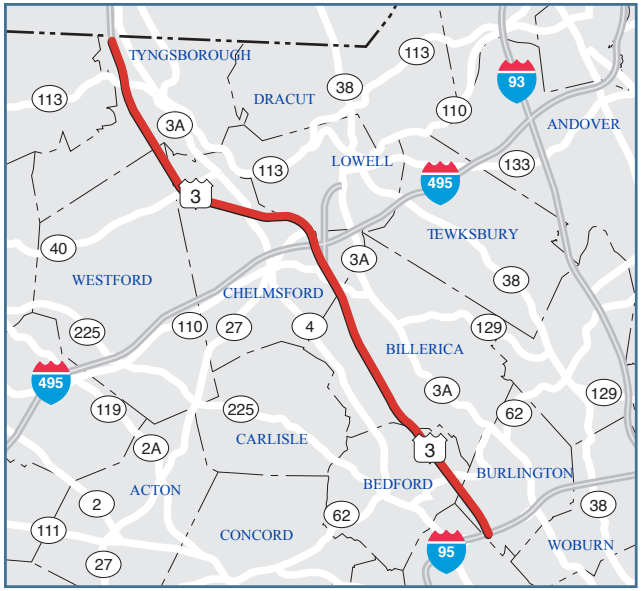
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make improvements to the interchange at Interstate 95 (Route 128) and Route 3 in Burlington.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$5,590,341	–	–	–	–	$5,590,341
Non-Federal Funds	$1,397,585	–	–	–	–	$1,397,585
Total Funds	$6,987,926	—	—	—	—	$6,987,926



BURLINGTON TO TYNGSBOROUGH: RESURFACING AND RELATED WORK ON ROUTE 3

Proponent: MassDOT
ID Number: 610719
Project Type: Non-Interstate Pavement
Cost: $15,640,011
Funding Source: Statewide Highway Funds

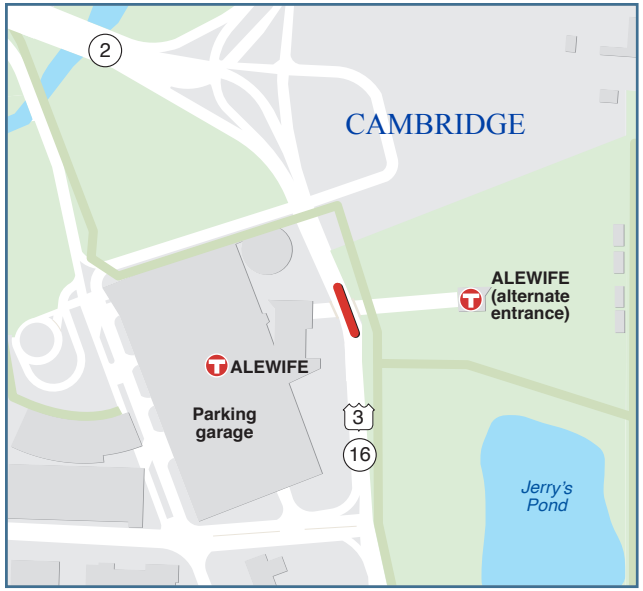
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform preventative maintenance work on pavement along Route 3 between Burlington and Tyngsborough. This project spans two regions, the Boston Region and Northern Middlesex Region, and includes the communities of Bedford, Billerica, Burlington, Chelmsford, Lowell, Tyngsborough, and Westford.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$12,512,009	–	–	–	–	$12,512,009
Non-Federal Funds	$3,128,002	–	–	–	–	$3,128,002
Total Funds	$15,640,011	—	—	—	—	$15,640,011



CAMBRIDGE: SUPERSTRUCTURE REPLACEMENT, C-01-031, US ROUTE 3/ROUTE 16/ROUTE 2 OVER MBTA REDLINE

Proponent: MassDOT
ID Number: 610776
Project Type: Bridge
Cost: $7,433,113
Funding Source: Statewide Highway Funds

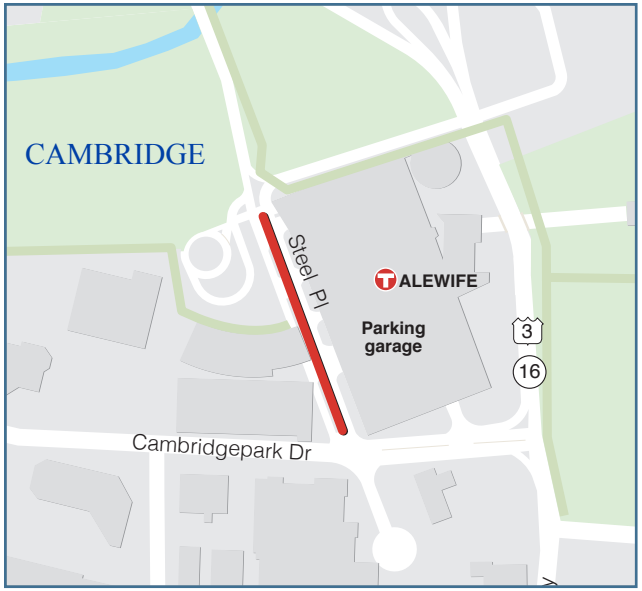
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will rehabilitate bridge C-01-031 in Cambridge near the alternate entrance to Alewife MBTA Station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$5,946,490	–	–	–	–	$5,946,490
Non-Federal Funds	$1,486,623	–	–	–	–	$1,486,623
Total Funds	$7,433,113	—	—	—	—	$7,433,113



CAMBRIDGE: SEPARATED BICYCLE LANE ON STEEL PLACE (MA272)

Proponent: Cambridge
ID Number: 613357
Project Type: Bicycle and Pedestrian
Cost: $1,197,772
Funding Source: Earmark Discretionary Funds

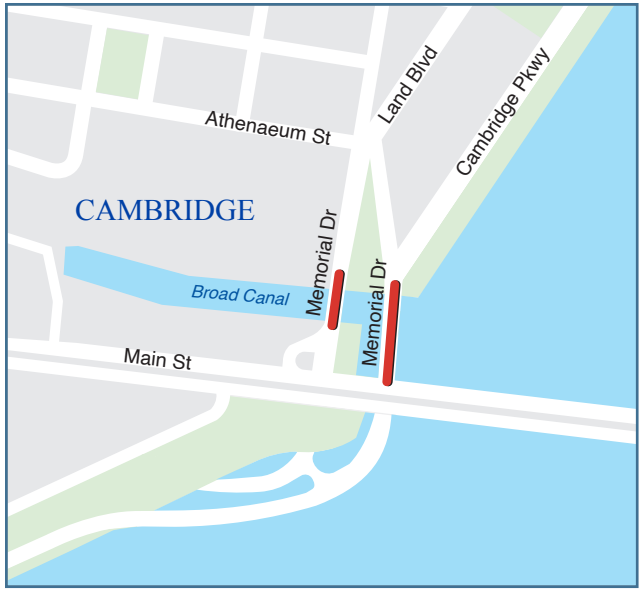
Scoring Summary

This project is funded in part by federal Community Project Funds and is not subject to the MPO's TIP Scoring Criteria.

Project Description

This project will provide separated bicycle facilities at Steel Place near the Alewife MBTA station and will make improvements to the signals at Cambridgepark Drive and Alewife Station Access Road to accommodate movements for people bicycling. This project is related to federal earmark MA272 in the Consolidated Appropriations Act of 2022.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$958,218	–	–	–	–	$958,218
Non-Federal Funds	$239,554	–	–	–	–	$239,554
Total Funds	$1,197,772	—	—	—	—	$1,197,772



CAMBRIDGE: BRIDGE REPLACEMENT, FIRST STREET BRIDGE AND LAND BOULEVARD BRIDGE/ BROAD CANAL BRIDGE

Proponent: MassDOT
ID Number: 606449
Project Type: Bridge
Cost: $13,832,000
Funding Source: Statewide Highway Funds

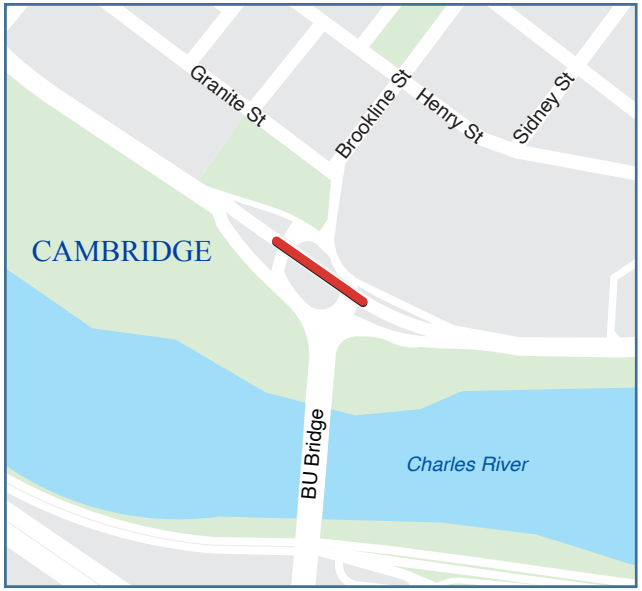
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge C-01-008, which carries First Street over Broad Canal, and bridge C-01-040, which carries Land Boulevard over Broad Canal, in Cambridge. Both bridges are currently listed as structurally deficient and have posted load restrictions due to their poor condition.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$11,065,600	–	–	–	$11,065,600
Non-Federal Funds	–	$2,766,400	–	–	–	$2,766,400
Total Funds	—	$13,832,000	—	—	—	$13,832,000



CAMBRIDGE: BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET

Proponent: MassDOT
ID Number: 611987
Project Type: Bridge
Cost: $49,283,338
Funding Source: Statewide Highway Funds

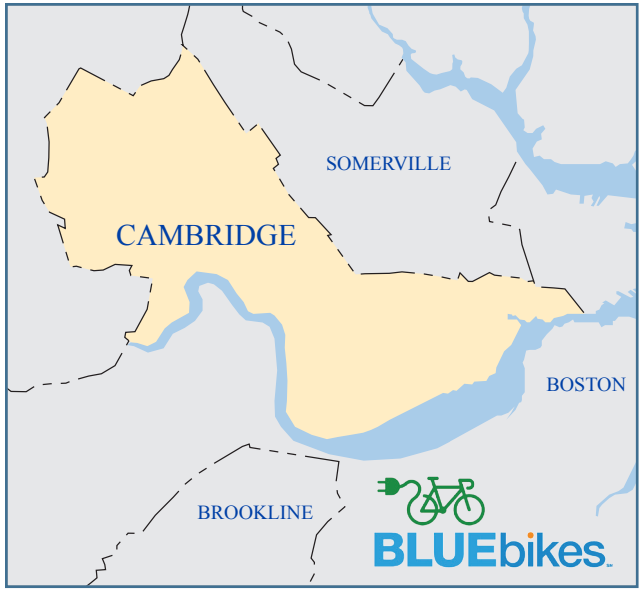
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge C-01-026, which carries Memorial Drive over Brookline Street in Cambridge.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$20,018,242	$19,408,429	–	$39,426,670
Non-Federal Funds	–	–	$5,004,560	$4,852,107	–	$9,856,667
Total Funds	—	—	$25,022,802	$24,260,536	—	$49,283,338



CAMBRIDGE: BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES

Proponent: Cambridge
ID Number: S12960
Project Type: Community Connections
Cost: $385,456
Funding Source: Regional Target Funds

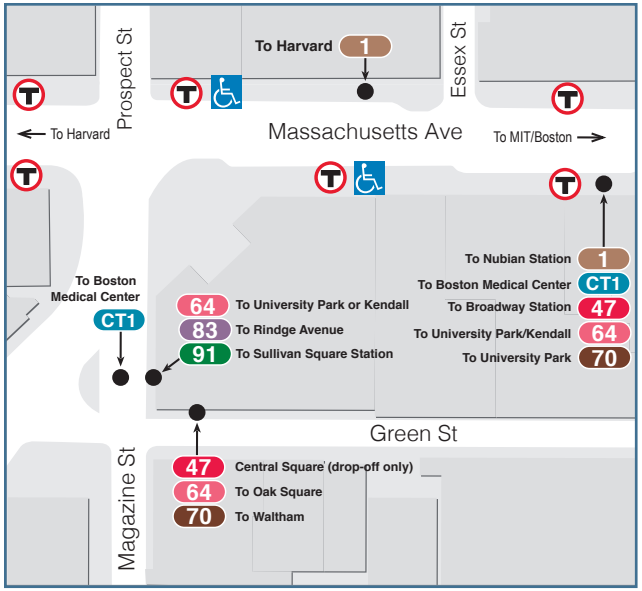
Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	17 out of 18	8 out of 15	12 out of 15	8.5 out of 18	14 out of 24	9 out of 10	68.5 out of 100

Project Description

The City of Cambridge proposes replacing eight Bluebikes Stations that have reached the end of their useful life. These stations include Central Square at Massachusetts Avenue and Essex Street, Lafayette Square at Massachusetts Avenue and Main Street, Lower Cambridgeport at Magazine Street, One Broadway/Kendall Square at Main Street, Harvard University Housing at Peabody Terrace, Harvard University River Houses at DeWolfe Street, Linear Park at Massachusetts Avenue and Cameron Avenue, and Porter Square Station. The City further proposes the replacement of 65 pedal bicycles that have reached the end of their useful life.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$308,365	–	–	–	–	$308,365
Non-Federal Funds	$77,091	–	–	–	–	$77,091
Total Funds	$385,456	—	—	—	—	$385,456



CAMBRIDGE: CENTRAL SQUARE STATION ACCESSIBILITY IMPROVEMENTS

Proponent: MBTA
ID Number: S12974
Project Type: Transit Transformation
Cost: $5,000,000
Funding Source: Statewide Highway Funds

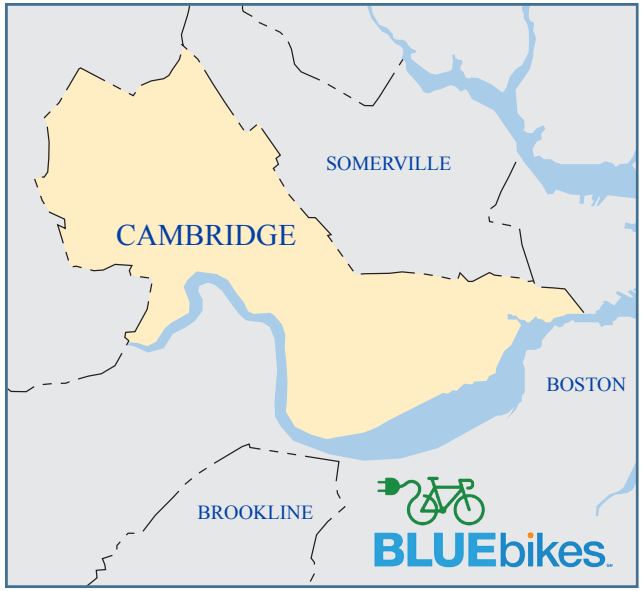
Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed after the project evaluation period to utilize available funding in FFY 2025.

Project Description

This project will construct two redundant elevators and modernize the existing outbound elevator. The current elevator is one of the most unreliable elevators in the MBTA system. The opposite, inbound elevator was fully modernized in 2020.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$4,000,000	–	–	–	–	$4,000,000
Non-Federal Funds	$1,000,000	–	–	–	–	$1,000,000
Total Funds	$5,000,000	—	—	—	—	$5,000,000



CAMBRIDGE: NEIGHBORHOOD ELECTRIC VEHICLE CHARGING INFRASTRUCTURE FOR CAMBRIDGE RESIDENTS

Proponent: Cambridge
ID Number: S12992
Project Type: Community Connections
Cost: $1,250,000
Funding Source: Earmark Discretionary

Scoring Summary

This project is funded in part by federal Community Project Funds and is not subject to the MPO's TIP Scoring Criteria.

Project Description

This project will utilize funding from a federal earmark (MA287) to expand the public network of Electric Vehicle (EV) chargers within the City of Cambridge.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,000,000	–	–	–	–	$1,000,000
Non-Federal Funds	$250,000	–	–	–	–	$250,000
Total Funds	$1,250,000	—	—	—	—	$1,250,000

CANTON-DEDHAM-WESTWOOD: INTERSTATE MAINTENANCE AND RELATED WORK ON I-95

Proponent: MassDOT
ID Number: 612094
Project Type: Interstate Pavement
Cost: $29,900,000
Funding Source: Statewide Highway Funds

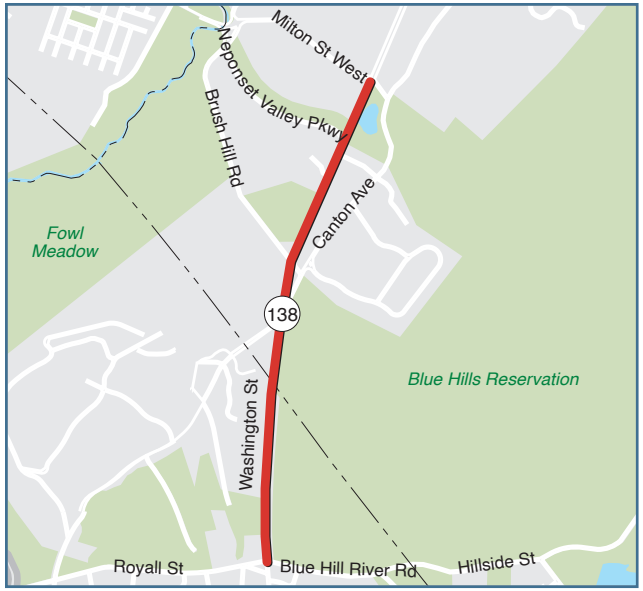
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project is an interstate maintenance resurfacing project on Interstate 95 / Route 128. A preservation treatment or thin-bonded overlay is proposed to extend the useful service life of the pavement and improve safety..

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$23,920,000	–	–	–	–	$23,920,000
Non-Federal Funds	$5,980,000	–	–	–	–	$5,980,000
Total Funds	$29,900,000	—	—	—	—	$29,900,000



CANTON-MILTON: ROADWAY RECONSTRUCTION ON ROUTE 138, FROM ROYALL STREET TO DOLLAR LANE

Proponent: MassDOT
ID Number: 612615
Project Type: Intersection Improvements
Cost: $20,129,944
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make improvements to a 1.7-mile segment of Route 138 between Royall Street in Canton and Dollar Lane in Milton. The primary focus of the project is the addition of a shared-use path along the eastern side of the roadway, along with the reconstructing of existing sidewalks along the western side of the corridor. The intersection at Route 138 and Dollar Lane will be reconstructed to improve turn lanes and signals in an effort to enhance safety, as this location was identified as a top-200 crash location (statewide) in 2017–19.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$16,103,955	$16,103,955
Non-Federal Funds	–	–	–	–	$4,025,989	$4,025,989
Total Funds	–	–	–	–	$20,129,944	$20,129,944

CATA: FARE UPGRADES FOR ADA AND DIAL-A-RIDE CUSTOMERS

Proponent: CATA
ID Number: S12968
Project Type: Transit Transformation
Cost: $65,000
Funding Source: Regional Target Funds

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed after the project evaluation period to utilize available funding in FFY 2025.

Project Description

This project will incorporate cashless payment for ADA and dial-a-ride customers of CATA's services to improve accessibility for the system.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$52,000	–	–	–	–	$52,000
Non-Federal Funds	$13,000	–	–	–	–	$13,000
Total Funds	$65,000	—	—	—	—	$65,000

CATA: CATA GLOUCESTER FACILITY MODERNIZATION

Proponent: CATA
ID Number: S12969
Project Type: Transit Transformation
Cost: $1,293,000
Funding Source: Regional Target Funds

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed after the project evaluation period to utilize available funding in FFY 2025.

Project Description

This project will modernize and weatherize CATA's operating facility in Gloucester with plumbing and HVAC upgrades, fuel system storage and hose replacements, repair or replacement of facility windows and garage doors, emergency power supply replacement, and culvert repair to ensure continued access to the facility.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,034,400	–	–	–	–	$1,034,400
Non-Federal Funds	$258,600	–	–	–	–	$258,600
Total Funds	$1,293,000	—	—	—	—	$1,293,000

CATA: VEHICLE REPLACEMENT (4 VEHICLES)

Proponent: CATA
ID Number: S12970
Project Type: Transit Transformation
Cost: $2,460,000
Funding Source: Regional Target Funds

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed after the project evaluation period to utilize available funding in FFY 2025.

Project Description

This project will replace four vehicles in CATA's bus fleet that have reached the end of their useful life. Two vehicles reached the end of their lifecycle in 2022 and two in 2023. The vehicles will be procured using an existing option for purchase of diesel electric hybrid buses.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,368,000	$600,000	–	–	–	$1,968,000
Non-Federal Funds	$342,000	$150,000	–	–	–	$492,000
Total Funds	$1,710,000	$750,000	—	—	—	$2,460,000

CHELSEA: BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, CARTER STREET AND COUNTY ROAD/ROUTE 1

Proponent: MassDOT
ID Number: 608952
Project Type: Bridge
Cost: $22,217,165
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace the superstructure component of Bridge C-09-013, which carries Washington Avenue, Carter Street, and County Road over Route 1 in Chelsea.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$17,773,732	–	–	–	$17,773,732
Non-Federal Funds	–	$4,443,433	–	–	–	$4,443,433
Total Funds	—	$22,217,165	—	—	—	$22,217,165

CHELSEA: TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE

Proponent: MassDOT
ID Number: 609532
Project Type: Intersection Improvements
Cost: $9,807,515
Funding Source: Regional Target Funds

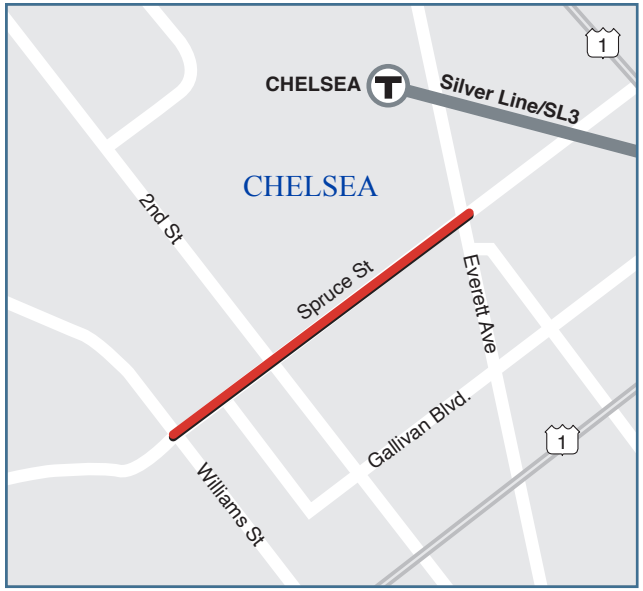
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	23 out of 30	18 out of 29	14 out of 29	4 out of 16	10 out of 12	14 out of 18	83 out of 134

Project Description

The project will include corridor-wide safety improvements targeted at reducing incidents for all users. Standard safety countermeasures such as improved signage, lighting, traffic-calming streetscape elements, curb extensions, signal upgrades (where applicable) and other countermeasures may be incorporated. In addition, it is expected that the corridor's pavement, sidewalks and bus transit amenities will be improved or replaced.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$7,846,012	–	–	–	$7,846,012
Non-Federal Funds	–	$1,961,503	–	–	–	$1,961,503
Total Funds	—	$9,807,515	—	—	—	$9,807,515



CHELSEA: RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAMS STREET

Proponent: MassDOT
ID Number: 610675
Project Type: Safety Improvements
Cost: $6,718,113
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The primary objective of this project is the creation of a vibrant, accessible, and safe corridor in order to stimulate the Shopping Center and adjacent industrial area, support the Critical Urban Freight Corridor, and increase access of patrons to business, commercial, and residential areas. Through the comprehensive rehabilitation of this roadway, we will address non-compliance with ADA standards, implement upgraded signalization at intersections, reduce congestion and optimize circulation, reduce all crash types, and introduce adequate bicycle and pedestrian facilities to promote mobility.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$5,772,600	$5,772,600
Non-Federal Funds	–	–	–	–	$1,443,150	$1,443,150
Total Funds	—	—	—	—	$7,215,751	$7,215,751

CHELSEA: IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)

Proponent: MassDOT
ID Number: 612884
Project Type: Safe Routes to School
Cost: $1,557,754
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Mary C. Burke Elementary School in Chelsea through the Safe Routes to School program. The project will serve the immediate needs of the students and staff by drastically improving pedestrian safety along Eastern Avenue, Stockton Street, and Spencer Avenue. Improvements include the addition of pedestrian signals, rehabilitation of pavement markings and roadway surfaces, construction of new ADA-compliant ramps, and reconstruction of existing traffic signal components. The project will also reduce the number of travel lanes on Eastern Avenue to add a pedestrian refuge. The roadway network will be simplified through the formal closure of a rarely used roadway in the project area, allowing for the creation of new open space in its place.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$1,246,203	–	–	–	$1,246,203
Non-Federal Funds	–	$311,551	–	–	–	$311,551
Total Funds	—	$1,557,754	—	—	—	$1,557,754

CHELSEA: PARK STREET AND PEARL STREET RECONSTRUCTION

Proponent: Chelsea
ID Number: 611983
Project Type: Complete Streets
Cost: $11,287,647
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	14 out of 18	14 out of 20	11 out of 18	6 out of 12	14.9 out of 20	10 out of 12	69.9 out of 100

Project Description

This project will improve safety along Park and Pearl Streets for all users, with a specific emphasis on improving conditions for people walking and bicycling. Smart signalization and geometric reconstruction will mitigate vehicular congestion while providing clear pedestrian paths of travel and shorter crosswalk distances via newly constructed ramps and sidewalks. This project may implement a priority bus and bike lane, beginning along Park Street at Williams Street up to the eventual surface renovation of Upper Broadway to the Revere city line, the location of an MPO-funded project in FFY 2022. Signals will allow for preferential movements of safety vehicles and MBTA buses through each intersection.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$9,030,118	–	–	$9,030,118
Non-Federal Funds	–	–	$2,257,529	–	–	$2,257,529
Total Funds	—	—	$11,287,647	—	—	$11,287,647

CHELSEA-REVERE: REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT

Proponent: Chelsea and Revere
ID Number: S12963
Project Type: Community Connections
Cost: $1,413,375
Funding Source: Regional Target Funds

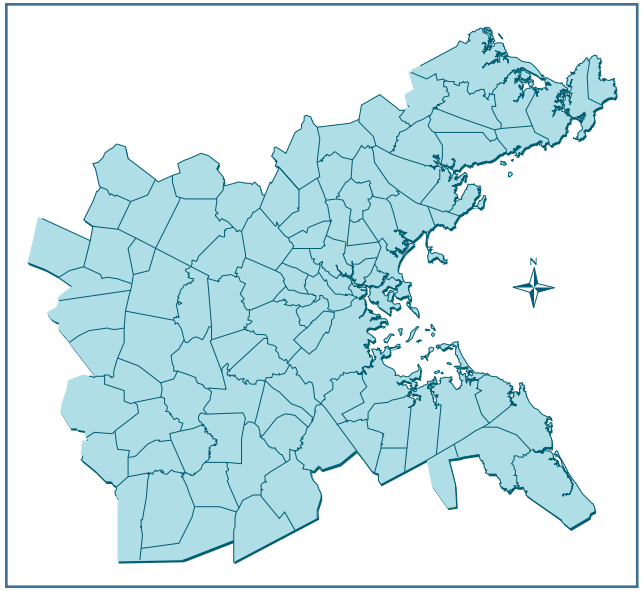
Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	13 out of 18	11 out of 15	N/A	11.25 out of 18	11.5 out of 24	7 out of 10	53.75 out of 100

Project Description

The Cities of Chelsea and Revere propose a microtransit service that will provide regional, low-cost, on-demand transportation across a 6.5 square mile zone in Chelsea and Revere. The service will offer convenient pick-up and drop-off services that align with riders' schedules, filling first- and last-mile gaps in the existing transit system and ensuring accessibility to critical destinations, such as grocery stores, healthcare facilities, places of employment, and educational institutions. The applicants estimate 58 passenger trips per day with electric vehicles. As a Microtransit Pilot Project, the project is proposed for funding across three years with $499,649 in Year 1, $450,278 in Year 2, and $463,807 in Year 3.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$399,719	$360,222	$371,046	–	–	$1,130,700
Non-Federal Funds	$99,930	$90,056	$92,761	–	–	$282,675
Total Funds	$499,649	$450,278	$463,807	—	—	$1,413,375



COMMUNITY CONNECTIONS PROGRAM

Proponent: Regionwide
ID Number: S12124
Project Type: Community Connections
Cost: $8,423,415
Funding Source: Regional Target Funds

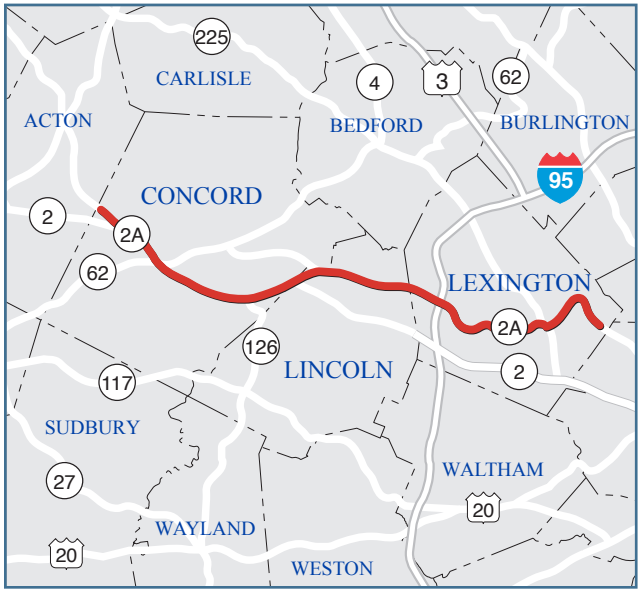
Scoring Summary

The scoring criteria for the Community Connections Program are listed in Appendix A. Scores for projects funded in the FFYs 2025–29 TIP through this program are available on those projects' pages within this chapter.

Project Description

The Community Connections Program is the MPO's funding program for first- and last-mile solutions, community transportation, and other small, nontraditional transportation projects such as those that update transit technology and improve bicycle and pedestrian facilities. The Community Connections Program is one of the investment programs included in the MPO's current Long-Range Transportation Plan, *Destination 2050*. Six new projects were programmed in FFY 2025 during this TIP development cycle, and funding remains available to program in future TIP cycles in FFYs 2026 through 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$1,509,778	$1,628,954	$1,600,000	$2,000,000	$6,738,732
Non-Federal Funds	–	$377,444	$407,239	$400,000	$500,000	$1,684,683
Total Funds	—	$1,887,222	$2,036,193	$2,000,000	$2,500,000	$8,423,415



CONCORD-LEXINGTON-LINCOLN: RESURFACING AND RELATED WORK ON ROUTE 2A

Proponent: MassDOT
ID Number: 608495
Project Type: Non-Interstate Pavement
Cost: $5,067,399
Funding Source: Statewide Highway Funds

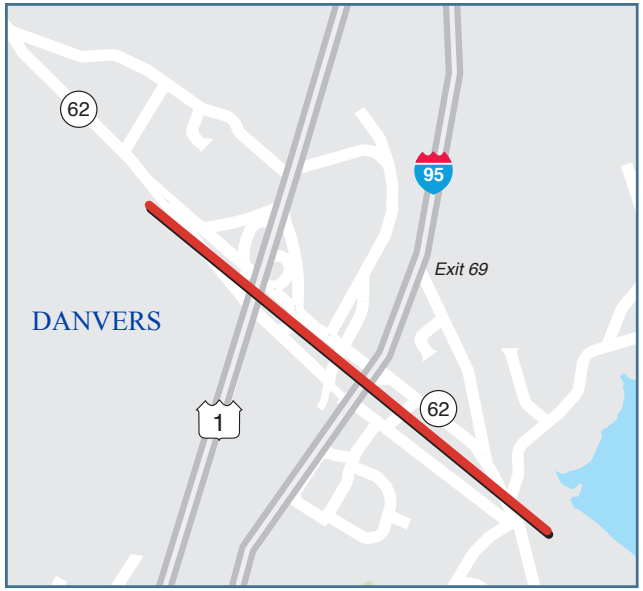
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will resurface Route 2A in the communities of Concord, Lexington, and Lincoln from near Minuteman High School to Crosby Pond. The project may also make safety improvements along the corridor.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$4,053,919	$4,053,919
Non-Federal Funds	–	–	–	–	$1,013,480	$1,013,480
Total Funds	—	—	—	—	$5,067,399	$5,067,399



DANVERS: RAIL TRAIL WEST EXTENSION (PHASE 3)

Proponent: MassDOT
ID Number: 612607
Project Type: Bicycle and Pedestrian
Cost: $3,848,600
Funding Source: Statewide Highway Funds

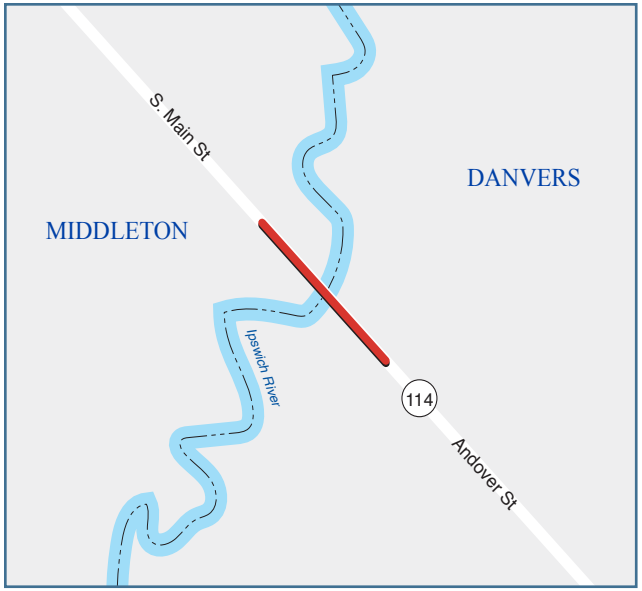
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will construct a 0.8-mile segment of the Danvers Rail Trail from Spring Street in the east to just west of Maple Street. The eastern end of this project will connect to earlier phases of the Danvers Rail Trail and to the larger Border to Boston Trail system further east.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$3,078,880	–	$3,078,880
Non-Federal Funds	–	–	–	$769,720	–	$769,720
Total Funds	—	—	—	$3,848,600	—	$3,848,600



DANVERS-MIDDLETON: BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET (STATE ROUTE 114) OVER IPSWICH RIVER

Proponent: MassDOT
ID Number: 610782
Project Type: Bridge
Cost: $5,703,371
Funding Source: Statewide Highway Funds

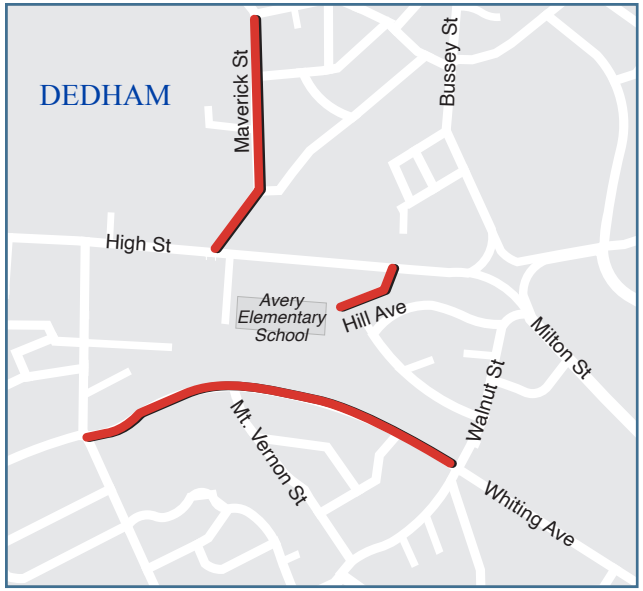
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will fund the replacement of bridge D-03-009=M-20-005, which carries Andover Street over the Ipswich River between Danvers and Middleton.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$4,562,697	–	–	–	$4,562,697
Non-Federal Funds	–	$1,140,674	–	–	–	$1,140,674
Total Funds	—	$5,703,371	—	—	—	$5,703,371



DEDHAM: IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)

Proponent: MassDOT
ID Number: 612804
Project Type: Safe Routes to School
Cost: $1,566,099
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Avery Elementary School in Dedham through the Safe Routes to School program. The project includes three areas of improvement designed to facilitate safe walking to the Avery campus. The project proposes adding sidewalks and granite curbing on Maverick Street, along with adding new granite curbing along Whiting Avenue. A new crosswalk with rectangular-rapid-flashing beacons is also proposed for installation on Whiting Avenue at Recreation Road. Finally, Hill Avenue is frequently used as a cut-through for students who live East of Avery Elementary, but this route is currently a dead-end road ending in a wooded area with steep grade, a ledge, and fencing. This project proposes formalizing this connection with an ADA-accessible pedestrian walkway ramp to facilitate safe passage in what is currently an unmaintained student made path that is unsafe especially in winter months.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$1,252,879	–	–	–	$1,252,879
Non-Federal Funds	–	$313,220	–	–	–	$313,220
Total Funds	—	$1,566,099	—	—	—	$1,566,099

EVERETT: RECONSTRUCTION OF BEACHAM STREET

Proponent: Everett
ID Number: 609257
Project Type: Complete Streets
Cost: $12,539,448
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	19 out of 18	10 out of 29	13 out of 29	4 out of 16	7 out of 12	1 out of 18	54 out of 134

Project Description

This Complete Streets project involves the reconstruction of Beacham Street to reduce vehicular collisions and improve bicycle travel. This project also includes the implementation of a shared-use bike path with a buffer along 0.65 miles of the Beacham Street corridor, a major connection between Boston, Somerville, and Cambridge, and Chelsea and East Boston. To promote pedestrian safety, upgrades to traffic signals, pavement markings, and sidewalk conditions will be incorporated to reduce conflict with vehicular traffic and provide an ADA-compliant travel route.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$10,031,558	–	–	$10,031,558
Non-Federal Funds	–	–	$2,507,890	–	–	$2,507,890
Total Funds	—	—	$12,539,448	—	—	$12,539,448

EVERETT: TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)

Proponent: MassDOT
ID Number: 613121
Project Type: Intersection Improvements
Cost: $5,246,920
Funding Source: Statewide Highway Funds

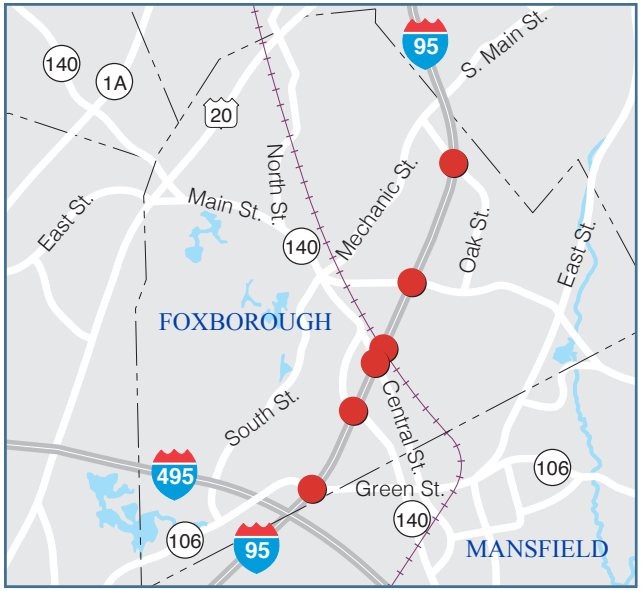
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make targeted safety enhancements along Route 16 in Everett with a focus on enhanced multimodal accessibility along the corridor. The project may be coordinated with future work along Route 16 to further improve safety for all users and travel modes.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$4,047,624	–	–	$4,047,624
Non-Federal Funds	–	–	$1,011,906	–	–	$1,011,906
Total Funds	—	—	$5,246,920	—	—	$5,246,920



FOXBOROUGH: BRIDGE PRESERVATION AT 6 BRIDGES ALONG THE I-95 CORRIDOR

Proponent: MassDOT
ID Number: 613274
Project Type: Bridge
Cost: $5,278,000
Funding Source: Statewide Highway Funds

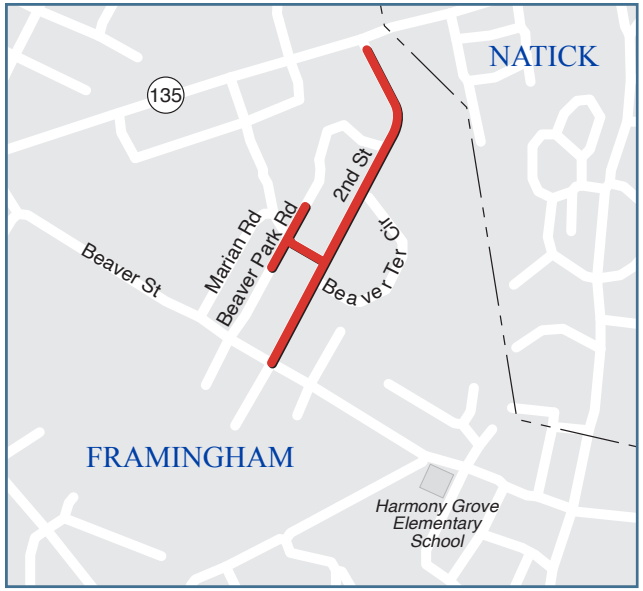
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform bridge preservation work along six structures on the Interstate 95 Corridor in Foxborough, including I-95 over Central Street, Cocasset Street, and Oak Street in both northbound and southbound directions.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$4,222,400	–	–	–	$4,222,400
Non-Federal Funds	–	$1,055,600	–	–	–	$1,055,600
Total Funds	—	$5,278,000	—	—	—	$5,278,000



FRAMINGHAM: IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)

Proponent: MassDOT
ID Number: 612894
Project Type: Safe Routes to School
Cost: $1,370,066
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Harmony Grove Elementary School in Framingham through the Safe Routes to School program.This project includes installing new and reconstructing existing sidewalk and curbing on Second Street, from Beaver Street to Waverly Street, and Taralli Terrace, from Second Street to Beaver Park Road. The project will also realign the intersection of Beaver Park Road and Taralli Terrace and install new pavement markings, ADA-compliant curb cuts, crosswalks, and shared bike lanes on Second Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$1,096,053	–	–	–	$1,096,053
Non-Federal Funds	–	$274,013	–	–	–	$274,013
Total Funds	—	$1,370,066	—	—	—	$1,370,066

FRAMINGHAM: CHRIS WALSH AQUEDUCT TRAIL CONNECTIVITY PROJECT (MA-275)

Proponent: MassDOT
ID Number: S12907
Project Type: Bicycle and Pedestrian
Cost: $275,000
Funding Source: Earmark Discretionary Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will provide funding to develop and eventually construct the first phase of the Chris Walsh Aqueduct Trail along Farm Pond in Framingham. This project is related to federal earmark MA275 in the Consolidated Appropriations Act of 2022.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$220,000	–	–	–	–	$220,000
Non-Federal Funds	$55,000	–	–	–	–	$55,000
Total Funds	$275,000	—	—	—	—	$275,000

FRAMINGHAM: CHRIS WALSH TRAIL PHASE 2 [DESIGN ONLY]

Proponent: Framingham
ID Number: S12982
Project Type: Bicycle and Pedestrian
Cost: $850,000
Funding Source: Regional Target Funds

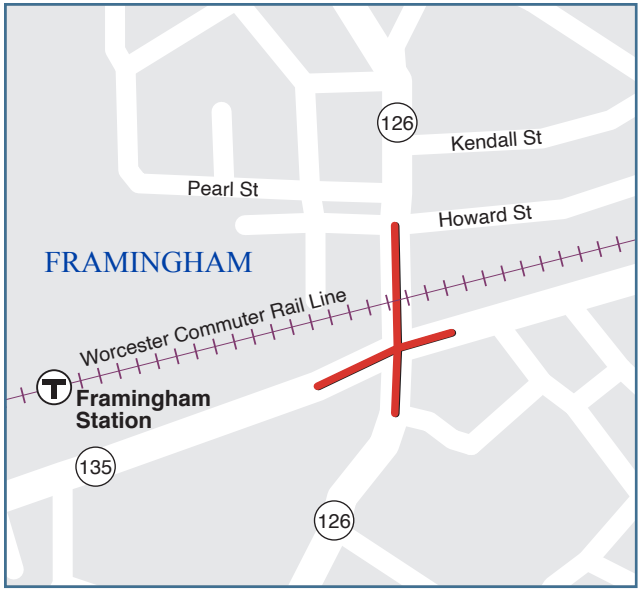
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 16	13.5 out of 15	15 out of 15	13 out of 14	10.4 out of 20	13 out of 16	79.9 out of 100

Project Description

This project will fund design of the second phase of the Chris Walsh Aqueduct Trail along Farm Pond in Framingham. This second phase would bring the planned trail across a former MWRA aqueduct into Framingham MBTA Station to provide connectivity to transit modes and Framingham's downtown. The project is expected to advertise for construction as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$680,000	–	–	–	–	$680,000
Non-Federal Funds	$170,000	–	–	–	–	$170,000
Total Funds	$850,000	—	—	—	—	$850,000



FRAMINGHAM: PRELIMINARY DESIGN OF INTERSECTION IMPROVEMENTS AT ROUTE 126/135/ MBTA AND CSX RAILROAD

Proponent: Framingham
ID Number: S12977
Project Type: Major Infrastructure
Cost: $1,400,000
Funding Source: Regional Target Funds

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

This project provides design funding for an initial stage of a major intersection improvement project at Route 126 and 135 and the MBTA and CSX railroad tracks. Design funding will be used to develop and identify alternatives to address congestion at the location, including possibilty of grade crossing removal. This project would advance the design for a separate project #606109, and is also listed in the MPO's Long Range Transportation Plan, *Destination 2050*.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$1,120,000	–	–	–	$1,120,000
Non-Federal Funds	–	$280,000	–	–	–	$280,000
Total Funds	—	$1,400,000	—	—	—	$1,400,000

FRAMINGHAM: RESURFACING AND RELATED WORK ON ROUTE 9

Proponent: MassDOT
ID Number: 613639
Project Type: Non-Interstate Pavement
Cost: $9,525,600
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project consists of resurfacing and related work on Route 9. The project was formerly consolidated into one project under Project ID 609402 in the FFYs 2024–28 TIP, which also included sections of Route 9 in Natick. Please refer to Project# 613640 for the section of Route 9 in Natick.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$7,620,480	–	$7,620,480
Non-Federal Funds	–	–	–	$1,905,120	–	$1,905,120
Total Funds	—	—	—	$9,525,600	—	$9,525,600

FRAMINGHAM-NATICK: CATCHCONNECT MICTROTRANSIT SERVICE EXPANSION PHASE 2

Proponent: MWRTA
ID Number: S12807
Project Type: Community Connections
Cost: $503,125
Funding Source: Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	6 out of 18	2 out of 15	9 out of 15	9 out of 18	22 out of 24	10 out of 10	58 out of 100

Project Description

This project will expand the MetroWest Regional Transit Authority's (MWRTA) CatchConnect mictrotransit program within the municipalities of Framingham and Natick. The expanded service will improve weeknight mobility in evening hours between 7:30 PM and 10:30 PM Monday through Friday to provide a supplemental public transportation resource following the conclusion of traditional fixed-route service.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$132,500	$130,000	–	–	–	$262,500
Non-Federal Funds	$33,125	$32,500	–	–	–	$65,625
Total Funds	$165,625	$162,500	—	—	—	$328,125

GLOUCESTER: BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL

Proponent: MassDOT
ID Number: 608397
Project Type: Bridge
Cost: $62,720,000
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will reconstruct bridge G-05-002, which carries Route 127, Western Avenue, over the Blynman Canal in Gloucester.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$50,176,000	–	$50,176,000
Non-Federal Funds	–	–	–	$12,544,000	–	$12,544,000
Total Funds	—	—	—	$62,720,000	—	$62,720,000

GLOUCESTER: BRIDGE PRESERVATION, G-05-017 (2U8), STATE ROUTE 128/YANKEE DIVISION HIGHWAY OVER ANNISQUAM RIVER

Proponent: MassDOT
ID Number: 613184
Project Type: Bridge
Cost: $15,081,560
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform joint and steel repairs to Bridge G-05-017 (2U8), which carries State Route 128 Yankee Division Highway over the Annisquam River.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$12,065,248	–	–	–	$12,065,248
Non-Federal Funds	–	$3,016,312	–	–	–	$3,016,312
Total Funds	—	$15,081,560	—	—	—	$15,081,560

HAMILTON-IPSWICH: SUPERSTRUCTURE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER

Proponent: MassDOT
ID Number: 609467
Project Type: Bridge
Cost: $3,386,585
Funding Source: Statewide Highway Funds

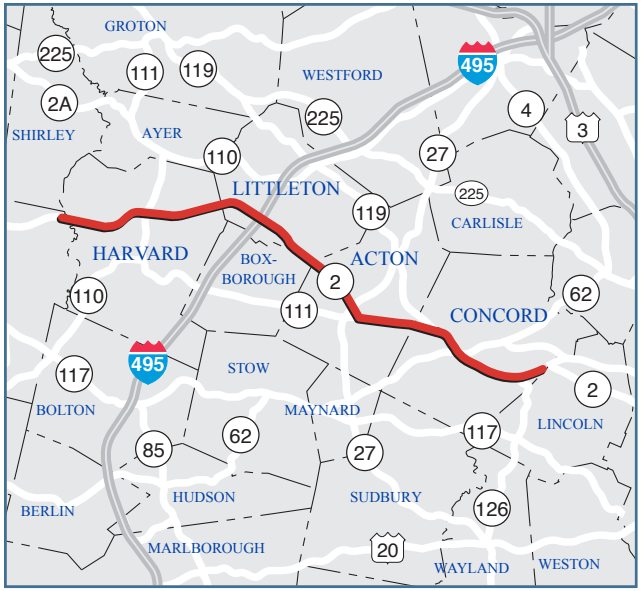
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge H-03-002=I-01-006, which carries Winthrop Street over the Ipswich River.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$2,709,268	–	–	–	$2,709,268
Non-Federal Funds	–	$677,317	–	–	–	$677,317
Total Funds	—	$3,386,585	—	—	—	$3,386,585



HARVARD-LITTLETON-ACTON-CONCORD: GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 2

Proponent: MassDOT
ID Number: 611952
Project Type: Non-Interstate Pavement
Cost: $763,490
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace and update guide and traffic signs along Route 2 between the Route 110 and Route 111 interchange in Harvard and at the Route 2A intersection (Concord Rotary) in Concord. The project includes applicable signing on intersecting secondary roadways. This project includes communities in the Boston and Montachusett regions, including Acton, Concord, Harvard, and Littleton.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$687,141	–	–	–	$687,141
Non-Federal Funds	–	$76,349	–	–	–	$76,349
Total Funds	—	$763,490	—	—	—	$763,490

HINGHAM: IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD

Proponent: Hingham
ID Number: 605168
Project Type: Complete Streets
Cost: $28,738,432
Funding Source: Regional Target Funds

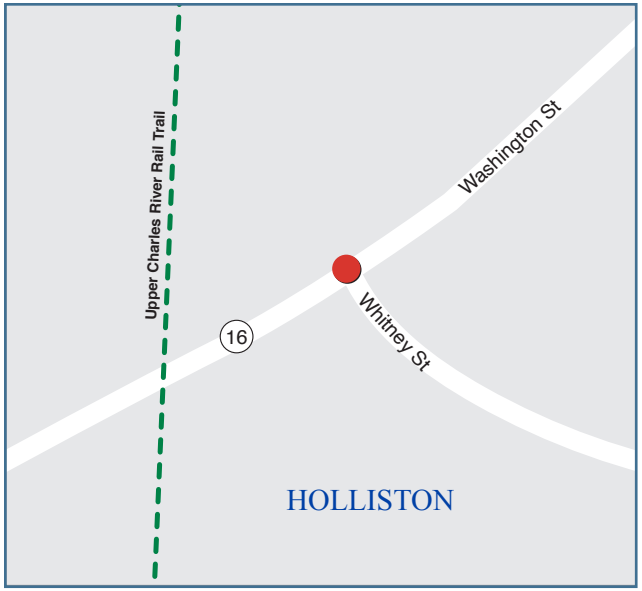
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	10 out of 30	16 out of 29	17 out of 29	10 out of 16	0 out of 12	2 out of 18	55 out of 134

Project Description

The project improves multimodal access between Hingham Center, residential areas, and Hingham Harbor by extending the existing buffered, shared-use bike path from Rockland Street to the Hingham inner harbor. In addition, improvements to reduce vehicular accidents will be incorporated through the establishment of turn lanes and a small roundabout at the intersection of Route 3A and Summer Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$22,990,746	–	–	–	$22,990,746
Non-Federal Funds	–	$5,747,686	–	–	–	$5,747,686
Total Funds	—	$28,738,432	—	—	—	$28,738,432



HOLLISTON: LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (SRTS)

Proponent: MassDOT
ID Number: 613477
Project Type: Intersection Improvements
Cost: $1,012,500
Funding Source: Statewide Highway Funds

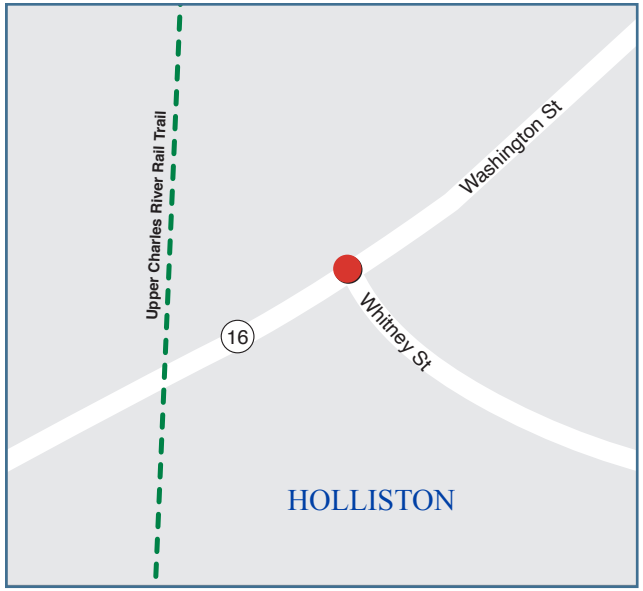
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will design improvements to various intersections and a rail grade crossing in downtown Sherborn to improve safety for all roadway users. Construction for this project is expected to advertise as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$810,000	–	–	$810,000
Non-Federal Funds	–	–	$202,500	–	–	$202,500
Total Funds	—	—	$1,012,500	—	—	$1,012,500



HOLLISTON: INTERSECTION IMPROVEMENTS AT ROUTE 16 AND WHITNEY STREET [DESIGN ONLY]

Proponent: MassDOT
ID Number: S12984
Project Type: Intersection Improvements
Cost: $250,000
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	19 out of 25	9 out of 18	5.5 out of 14	4 out of 12	3.3 out of 20	2 out of 11	42.8 out of 100

Project Description

This project will design the signalization of the intersection of Route 16 and Whitney Street in Holliston. The project will also develop safety improvements for users of the Upper Charles River Rail Trail where it crosses Route 16 near by, and extend sidewalk along Route 16 westward to Locust Avenue. This project is expected to advertise for construction as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$200,000	–	–	–	–	$200,000
Non-Federal Funds	$50,000	–	–	–	–	$50,000
Total Funds	$250,000	—	—	—	—	$250,000

HOPKINTON AND WESTBOROUGH: RECONSTRUCTION OF INTERSTATE 90/INTERSTATE 495 INTERCHANGE

Proponent: MassDOT
ID Number: 607977
Project Type: Roadway Reconstruction
Cost: $300,942,837
Funding Source: Statewide Highway Funds, Earmark Discretionary

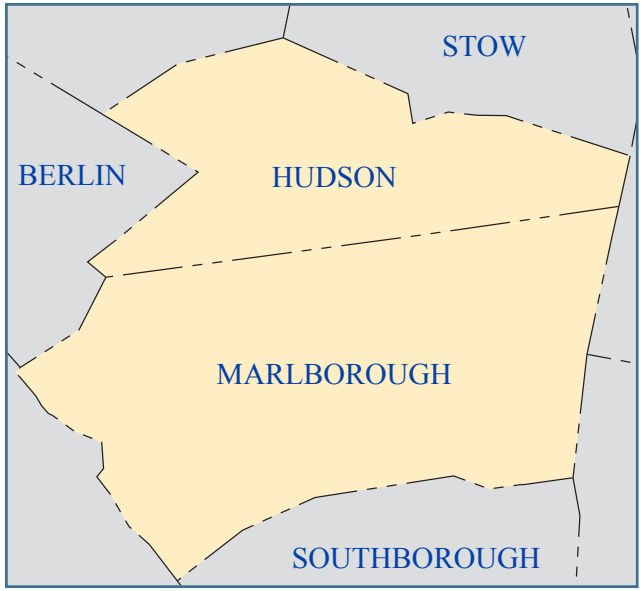
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The project will improve the interchange of Interstate 90 and Interstate 495. This project is funded over six federal fiscal years (FFYs 2022–27) for a total cost of $300,942,837.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$54,188,856	$49,907,187	$11,541,927	–	–	$115,637,970
Non-Federal Funds	$13,547,214	$12,476,797	$2,885,482	–	–	$28,909,492
Total Funds	$67,736,070	$62,383,984	$14,427,409	—	—	$144,547,463



HUDSON AND MARLBOROUGH: MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION

Proponent: MWRTA
ID Number: S12701
Project Type: Community Connections
Cost: $450,163
Funding Source: Regional Target Funds

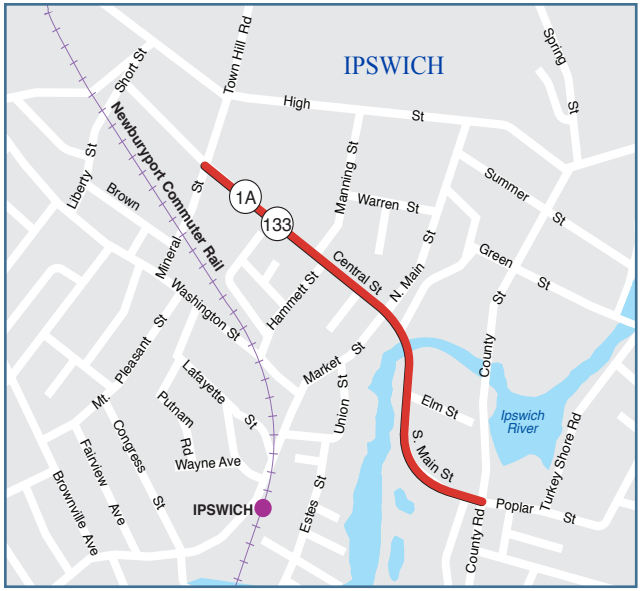
Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	12 out of 18	3 out of 15	9 out of 15	9 out of 18	16 out of 24	10 out of 10	59 out of 100

Project Description

This project will expand MetroWest RTA's existing CatchConnect microtransit service in Framingham, Natick, and Wellesley to include the municipalities of Hudson and Marlborough. This added service region will allow consumers to connect to MWRTA fixed-route services in the area, including the Route 7 traveling north and south to Framingham and the Route 7C travelling east and west through downtown Marlborough. CatchConnect service allows riders to book on-demand trips via an existing mobile application or telephone. The first year of funding for this project was in Federal Fiscal Year 2023 with $141,250 in funding.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$127,590	–	–	–	–	$127,590
Non-Federal Funds	$31,898	–	–	–	–	$31,898
Total Funds	$159,488	—	—	—	—	$159,488



IPSWICH: RESURFACING AND RELATED WORK ON CENTRAL AND SOUTH MAIN STREETS

Proponent: Ipswich
ID Number: 605743
Project Type: Complete Streets
Cost: $11,728,698
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	11 out of 30	10 out of 29	10 out of 29	6 out of 16	2 out of 12	8 out of 18	47 out of 134

Project Description

In Ipswich, the project will reconstruct the roadway between Mineral Street and Poplar Street (3,200 feet) to improve the roadway surface. Minor geometric improvements at intersection and pedestrian crossings will be included. Sidewalks and wheelchair ramps will be improved in selected areas for ADA compliance. The drainage system is undersized and will be upgraded.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$4,800,000	$4,582,958	–	$9,382,959
Non-Federal Funds	–	–	$1,200,000	$1,145,740	–	$2,345,739
Total Funds	—	—	$6,000,000	$5,728,698	—	$11,728,698

IPSWICH: ARGILLA ROAD ROADWAY RECONSTRUCTION

Proponent: Ipswich
ID Number: 612738
Project Type: Complete Streets
Cost: $6,600,000
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	2.5 out of 30	7 out of 29	7 out of 29	11 out of 16	2.4 out of 12	8 out of 18	37.9 out of 134

Project Description

This project will reconstruct and elevate Argilla Road between the Crane Estate driveway and Crane Beach parking lot entrance in order to protect against sunny day and King Tide coastal flood conditions through 2100. The project will widen an existing culvert and introduce new culverts in order to improve horizontal transmission of floodwaters and the marsh beneath the roadway, limiting contamination of sensitive environmental areas and further reducing the possibility for floodwaters to overtop the roadway. The project will incorporate a stabilized shoulder and embankment using native plantings to mitigate scouring and erosion while providing a safer shoulder to improve access without damaging the nearby marsh. The project also incorporates intersection safety and geometry improvements at the driveway to the Crane Estate. This project will be funded across two federal fiscal years starting in FFY 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$2,400,000	$2,400,000
Non-Federal Funds	–	–	–	–	$600,000	$600,000
Total Funds	—	—	—	—	$3,000,000	$3,000,000

LEXINGTON: DECK REPLACEMENT, L-10-019 (2DW, 2DX), STATE ROUTE 2/CONCORD TURNPIKE OVER PLEASANT STREET

Proponent: MassDOT
ID Number: 613178
Project Type: Bridge
Cost: $13,006,500
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will be a deck replacement of the bridge carrying State Route 2 and any additional repairs needed to the superstructure or substructure in the town of Lexington.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$10,405,200	–	–	–	–	$10,405,200
Non-Federal Funds	$2,601,300	–	–	–	–	$2,601,300
Total Funds	$13,006,500	—	—	—	—	$13,006,500

LEXINGTON: DESIGN OF SAFETY IMPROVEMENTS AT THE INTERSTATE 95 AND ROUTE 4/225 INTERCHANGE

Proponent: Lexington
ID Number: S12978
Project Type: Major Infrastructure
Cost: $1,650,000
Funding Source: Regional Target Funds

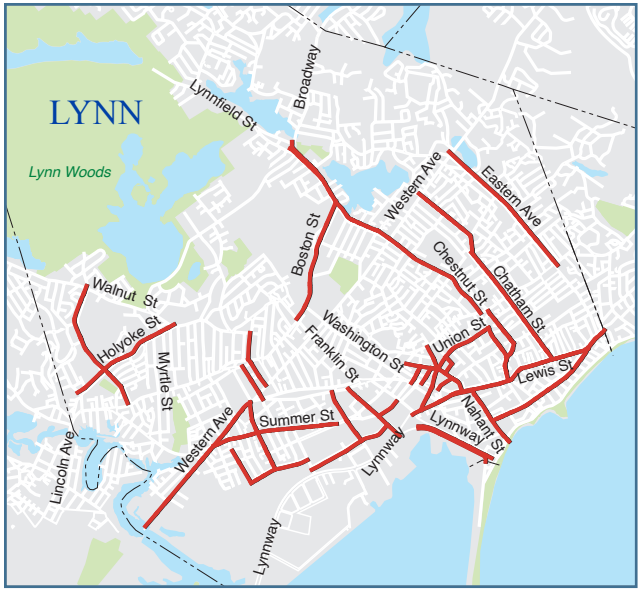
Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria. The project was evaluated through the MPO's Long-Range Transportation Plan process.

Project Description

This project provides design funding for an initial stage of improvements at the Interstate 95 and Route 4/225 Interchange in Lexington. The design will investigate and develop improvements at the interchange that, when implemented, will enable further traffic-calming work to be conducted on Route 4/225, Hartwell Avenue, and Wood Street. This project is listed in the MPO's Long Range Transportation Plan, *Destination 2050*.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$1,320,000	–	–	–	$1,320,000,707
Non-Federal Funds	–	$330,000	–	–	–	$330,000
Total Funds	—	$1,650,000	—	—	—	$1,650,000



LYNN: LYNN SAFE STREETS PROJECTS (SS4A)

Proponent: Lynn
ID Number: TBD
Project Type: Complete Streets
Cost: $11,983,109
Funding Source: Earmark Discretionary Funds

Scoring Summary

These projects were funded through the federal Safe Streets and Roads for All discretionary grant program, and were not evaluated using the MPO's TIP scoring criteria.

Project Description

This line item programs an FFY 2024 Safe Streets and Roads for All (SS4A) Implementation Grant for the City of Lynn in the amount of $9,586,487, with $2,396,622in matching funds. The project will imlpement low cost street design changes on 17 miles of high injury roadways . Interventions will mitigate high speeds, frequent angle crashes, poor nightime visibility, outdated signals,a nd limited safe pedestrian crossings. Underlying crash risks are compounded by widespread social vulnerability in Lynn, with 4 out of 5 residents in an underserved community. The project will incorporate 20 raised crosswalks, 75 speed humps, 10 mid-block crosswalks, 70 daylighting locations, 48 curb extensions, 12 RRFBs, 50 school zone lights, 24 speed feedback signs, 30 street lighting locations, 3 leading pedestrian intervals, signal modernization at high-crash intersections, and 2 protected left turns.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$9,586,487	–	–	–	–	$9,586,487
Non-Federal Funds	$2,396,622	–	–	–	–	$2,396,622
Total Funds	$11,983,109	—	—	—	—	$11,983,109

LYNN: REHABILITATION OF ESSEX STREET

Proponent: Lynn
ID Number: 609252
Project Type: Complete Streets
Cost: $19,698,640
Funding Source: Regional Target Funds

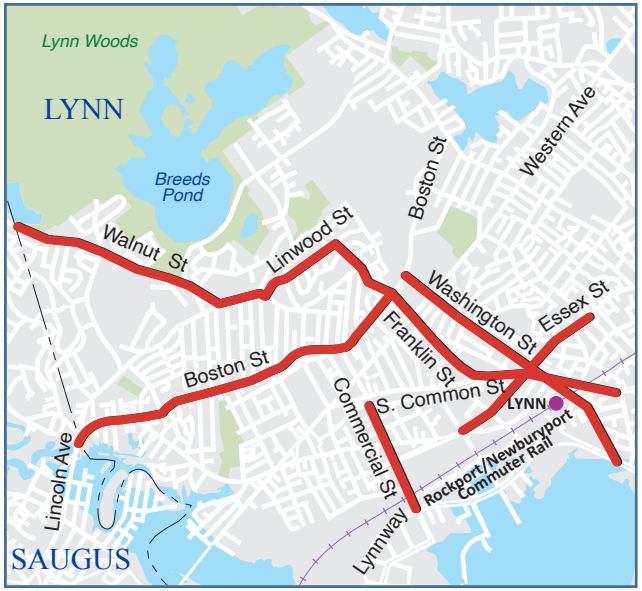
Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	19 out of 30	17 out of 29	9 out of 29	8 out of 16	10 out of 12	2 out of 18	66 out of 134

Project Description

This project is focused on making key safety improvements for pedestrians and bicyclists. Existing sidewalks on Essex Street will be reconstructed to ADA/AAB standards and will be complemented by the addition of new on-street bicycle facilities. Pedestrian safety will be improved through the construction of curb bump-outs at intersections to reduce crosswalk length. In addition, operational improvements such as signal updates and pavement markings will be established to enhance safety.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$8,000,000	$7,758,912	–	–	$15,758,912
Non-Federal Funds	–	$2,000,000	$1,939,728	–	–	$3,939,728
Total Funds	—	$10,000,000	$9,698,640	—	—	$19,698,640



LYNN: TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)

Proponent: MassDOT
ID Number: 612599
Project Type: Safety Improvements
Cost: $8,013,200
Funding Source: Statewide Highway Funds

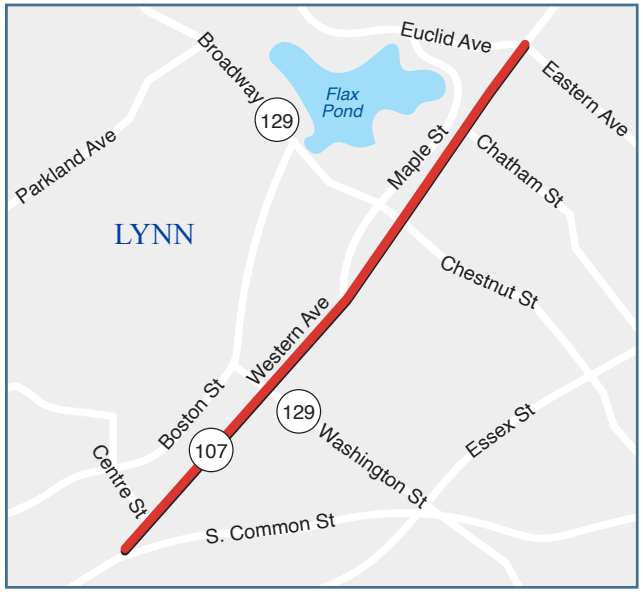
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will implement targeted safety improvements at key locations in Lynn as identified in the Lynn Safe Streets for People Playbook. This multimodal safety plan was created by the City of Lynn in partnership with MassDOT and identified priority streets for improvement and developed strategies to support the creation of a safe network for all users, with an emphasis on walking, biking, and taking transit. The project will involve the implementation of both corridor- and intersection-level treatments and amenities for street users on a systemic basis. The street corridors in this phase will include Walnut Street, Franklin Street, Linwood Street, Washington Street, Boston Street, Essex Street, Liberty Street, Tremont Street, Central Avenue, Exchange Street, and Commercial Street. Corridor treatments will include the installation of protected bicycle lanes, shared streets treatments, and traffic-calming measures such as speed cushions or humps. Intersection treatments will include curb ramps and extensions, geometric adjustments, raised crosswalks, installation of rectangular-rapid-flashing beacons, and signal equipment and timing upgrades. Amenities for street users will include the installation of bicycle parking, improved bus shelters, signage, and benches, floating bus stops, and bus bulbs.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$6,410,560	–	–	–	$6,410,560
Non-Federal Funds	–	$1,602,640	–	–	–	$1,602,640
Total Funds	—	$8,013,200	—	—	—	$8,013,200



LYNN: REHABILITATION OF WESTERN AVENUE (ROUTE 107)

Proponent: Lynn
ID Number: 609246
Project Type: Complete Streets
Cost: $45,897,600
Funding Source: Regional Target Funds

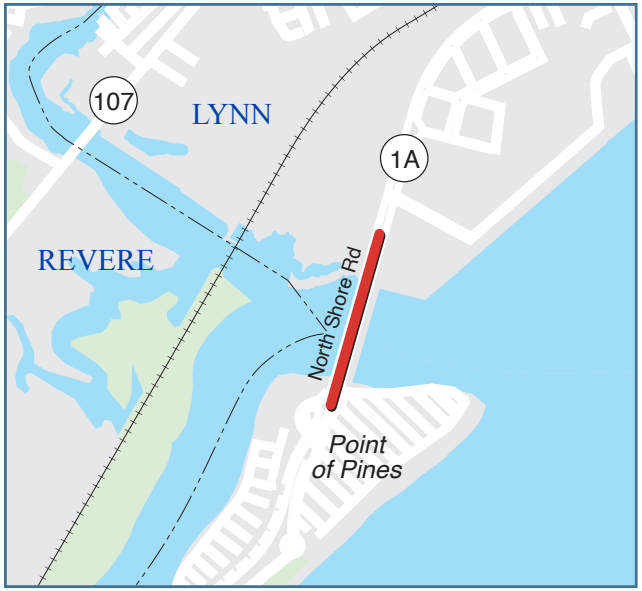
Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	18 out of 18	14 out of 20	10 out of 18	11 out of 12	11.9 out of 20	10 out of 12	74.9 out of 100

Project Description

This project will reconstruct 1.9 miles of Western Avenue (Route 107) in Lynn between Centre Street and Eastern Avenue. Work will include roadway pavement reconstruction, drainage improvements, improved design for traffic operations and safety, new signs and pavement markings, and bicycle and ADA-compliant pedestrian improvements. This project includes improvements to bus stop locations throughout the corridor and bus-priority elements will be considered during the design phase. A key goal of this project is to enhance safety along the corridor, as this segment of Western Avenue has three 2017–19 top-200 crash clusters, four 2017–19 all-mode crash clusters, one 2010–19 bicycle crash cluster, and one 2010-19 pedestrian crash cluster, making it a high-priority safety improvement location statewide. This project is anticipated to be funded over three fiscal years, with funding beginning in FFY 2027.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$12,300,000	$16,000,000	$28,300,000
Non-Federal Funds	–	–	–	$2,700,000	$4,000,000	$6,700,000
Total Funds	—	—	—	$15,000,000	$20,000,000	$35,000,000



LYNN-REVERE: BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER

Proponent: MassDOT
ID Number: 608396
Project Type: Bridge
Cost: $101,920,000
Funding Source: Statewide Highway Funds

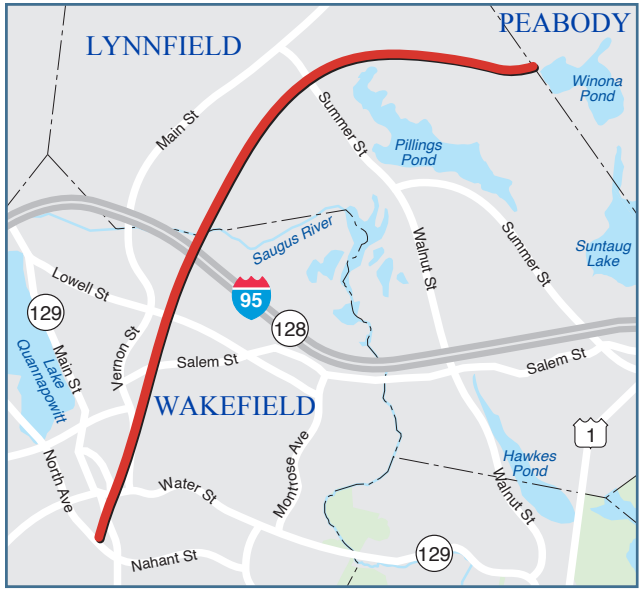
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform substructure and superstructure repairs and construction for the General Edwards Bridge carrying the Route 1A Lynnway over the Saugus River between Revere and Lynn. This project is expected to be funded between FFYs 2028, 2029, and 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$34,841,318	$32,812,800	$67,654,117
Non-Federal Funds	–	–	–	$8,710,329	$8,203,200	$16,913,529.40
Total Funds	—	—	—	$43,551,647	$41,016,000	$84,567,647



LYNNFIELD: LYNNFIELD–WAKEFIELD– RAIL TRAIL CONSTRUCTION

Proponent: Lynnfield
ID Number: 613163
Project Type: Bicycle and Pedestrian
Cost: $38,491,410
Funding Source: Statewide Highway Funds

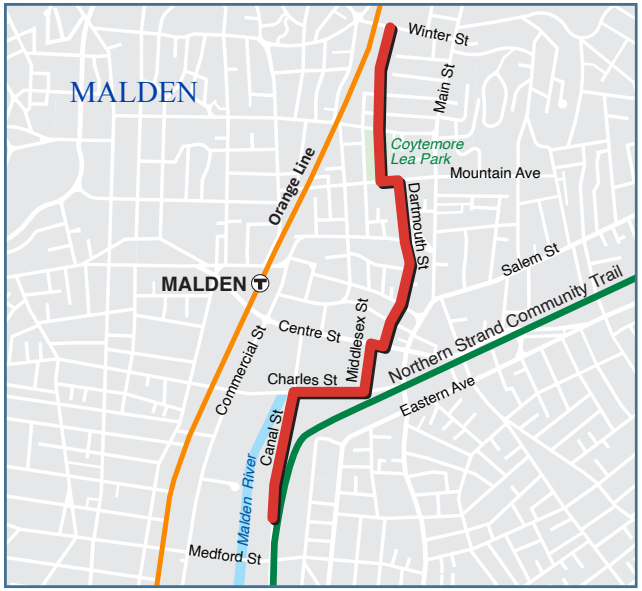
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The proposed Wakefield/Lynnfield Rail Trail extends from the Galvin Middle School in Wakefield north to the Lynnfield/Peabody town line, a distance of approximately 4.4 miles. Approximately 1.9 miles of the trail is located within Wakefield and 2.5 miles in Lynnfield. The corridor is the southern section of the former Newburyport Railroad and will connect to Peabody and the regional Border to Boston Trail. The project is proposed for funding starting in FFY 2029, with remaining funding to be programmed in future TIP cycles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$8,000,000	$8,000,000
Non-Federal Funds	–	–	–	–	$2,000,000	$2,000,000
Total Funds	—	—	—	—	$10,000,000	$10,000,000



MALDEN: SPOT POND BROOK GREENWAY

Proponent: Malden
ID Number: 613088
Project Type: Bicycle Network and Pedestrian Connections
Cost: $4,684,622
Funding Source: Regional Target Funds

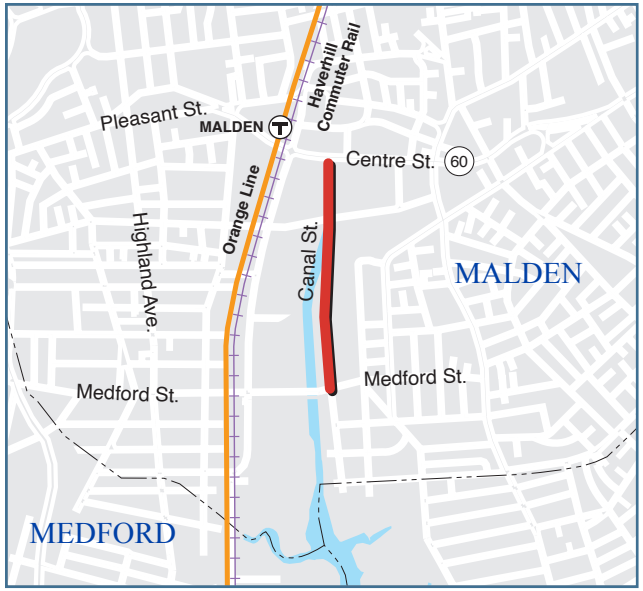
Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	16.5 out of 30	10 out of 29	18 out of 29	5 out of 16	12 out of 12	11.5 out of 18	73 out of 134

Project Description

This project will construct a 1.1 mile shared-use path connecting Coytemore Lea Park in Malden's Oak Grove neighborhood with the Northern Strand Community Trail and Malden River via downtown Malden. The project will replace existing sidewalk infrastructure and adjust roadway widths to accommodate a new 11-foot-wide shared-use facility within the existing right-of-way.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$3,747,698	–	$3,747,698
Non-Federal Funds	–	–	–	$936,924	–	$936,924
Total Funds	—	—	—	$4,684,622	—	$4,684,622



MALDEN: CANAL STREET BICYCLE LANES

Proponent: Malden
ID Number: S12966
Project Type: Community Connections
Cost: $81,250
Funding Source: Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	9 out of 18	7 out of 15	12 out of 15	8.25 out of 18	8 out of 24	7 out of 10	51.25 out of 100

Project Description

This project will implement a new separated bicycle lane along Canal Street from Medford Street to Centre Street in Malden. The on-road bicycle lanes on this moderately trafficked street will connect users to commercial sites, recreational facilities, public assets, and transit facilities. The project further expands the developing Malden Bike Network and provides connectivity to the planned Spot Pond Brook Greenway project (#613088).

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$65,000	–	–	–	–	$65,000
Non-Federal Funds	$16,250	–	–	–	–	$16,250
Total Funds	$81,250	—	—	—	—	$81,250

MALDEN-REVERE: IMPROVEMENTS AT ROUTE 1 (NB) (PHASE 1)

Proponent: MassDOT
ID Number: 610543
Project Type: Roadway Reconstruction
Cost: $8,363,600
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make improvements along Route 1 northbound in Malden and Revere over a distance of approximately 0.8 miles north of Squire Road.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$6,690,880	$6,690,880
Non-Federal Funds	–	–	–	–	$1,672,720	$1,672,720
Total Funds	—	—	—	—	$8,363,600	$8,363,600

MARLBOROUGH: BRIDGE PRESERVATION, M-06-010, ELM STREET OVER I-495

Proponent: MassDOT
ID Number: 613216
Project Type: Bridge
Cost: $2,160,000
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will preserve Bridge M-06-010, which carries Elm Street over Interstate 495, in Marlborough by performing deck patching, joint replacement, and wearing surface replacement for the structure.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,728,000	–	–	–	–	$1,728,000
Non-Federal Funds	$432,000	–	–	–	–	$432,000
Total Funds	$2,160,000	—	—	—	—	$2,160,000

MARLBOROUGH: RECONSTRUCTION OF GRANGER BOULEVARD [DESIGN ONLY]

Proponent: Marlborough
ID Number: S12980
Project Type: Complete Streets
Cost: $1,215,000
Funding Source: Statewide Highway Funds

Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	14 out of 16	17 out of 19	13 out of 15	13 out of 14	9.9 out of 20	13 out of 17	79.9 out of 100

Project Description

This line item funds design for complete streets, traffic safety, and transit improvements along Route 20, Granger Boulevard in Marlborough between Mechanic Street and Main Street. This project is expected to be advertised for construction as early as FFY 2030 under Project #612285.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$972,000	–	–	–	–	$972,000
Non-Federal Funds	$243,000	–	–	–	–	$243,000
Total Funds	$1,215,000	—	—	—	—	$1,215,000

MAYNARD: BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER

Proponent: MassDOT
ID Number: 604564
Project Type: Bridge
Cost: $6,036,680
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The purpose of this project is to replace the bridge carrying Main Street (Route 62) over the Assabet River in the Town of Maynard. The existing bridge, which was built in 1922, has a curb-to-curb width of 36 feet with two 6.8-foot sidewalks. The proposed bridge curb-to-curb width will remain the same. Main Street is a two-lane, two-way, urban principal arterial. Work on the roadway will include full depth reconstruction of 300 feet beyond the bridge on both approaches. Once beyond the limits of reconstruction, the pavement will be cold planed to match the existing pavement on the two approaches. The demolition, removal, and replacement of the existing bridge will be completed in stages to allow two lanes of opposing traffic and pedestrian access at all times.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$4,829,344	–	–	–	$4,829,344
Non-Federal Funds	–	$1,207,336	–	–	–	$1,207,336
Total Funds	—	$6,036,680	—	—	—	$6,036,680

MEDFORD: SHARED USE PATH CONNECTION AT THE ROUTE 28/WELLINGTON UNDERPASS

Proponent: MassDOT
ID Number: 611982
Project Type: Bicycle and Pedestrian
Cost: $6,061,917
Funding Source: Regional Target Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will enhance bicycle and pedestrian travel in Medford by creating a shared-use path connection under Route 28 (Fellsway) along the Mystic River. This connection will be similar to a shared-use boardwalk on the opposite side of the Mystic River in Somerville, which also runs under Route 28. Once complete, this project will be a critical connection between existing riverfront pathways along the Mystic River in Medford, including the Wellington Greenway on the east side of Route 28 and the path system within the Mystic River State Reservation on the west side of Route 28.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$4,849,534	–	–	–	$4,849,534
Non-Federal Funds	–	$1,212,383	–	–	–	$1,212,383
Total Funds	—	$6,061,917	—	—	—	$6,061,917

MEDFORD: MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)

Proponent: MassDOT
ID Number: 612001
Project Type: Safe Routes to School
Cost: $1,020,484
Funding Source: Statewide Highway Funds

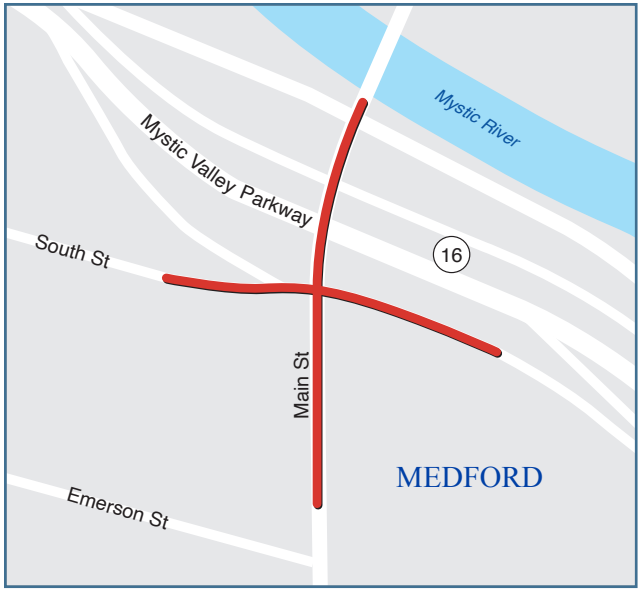
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project includes pedestrian improvements at three key intersections for students approaching Roberts Elementary School. Improvements include the following: a full pedestrian signal, curb extensions, and improved lighting at the intersection of the Fellsway with Paris Street and Fern Road, and sidewalk improvements from this intersection to the Roberts School along Park Street; pedestrian realignment, curb bump-outs, and pedestrian rapid-flashing beacons at the intersection of Salem Street and Hadley Place; and pedestrian rapid-flashing beacons, curb extensions, and improved lighting at the intersection of the Fellsway and Grant Avenue.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$816,387	–	–	–	$816,387
Non-Federal Funds	–	$204,097	–	–	–	$204,097
Total Funds	—	$1,020,484	—	—	—	$1,020,484



MEDFORD: INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/ MYSTIC VALLEY PARKWAY RAMPS, AND MAIN STREET/MYSTIC AVENUE

Proponent: MassDOT
ID Number: 611974
Project Type: Intersection Improvements
Cost: $8,837,920
Funding Source: Statewide Highway Funds

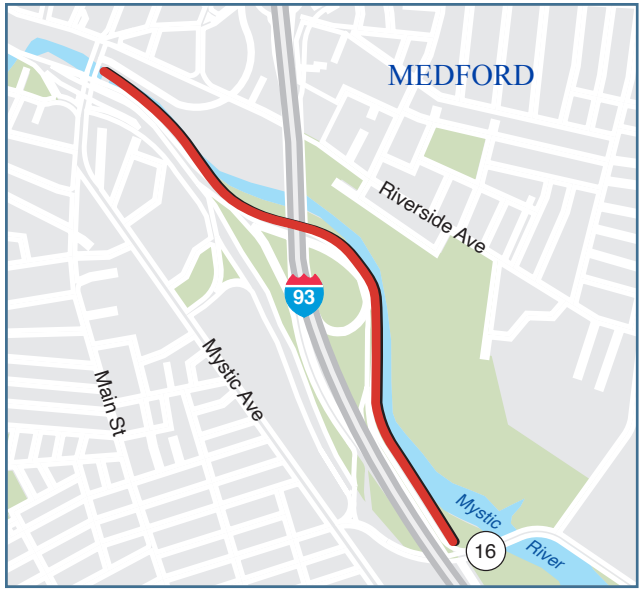
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make safety improvements to the intersection of Main Street and South Street in Medford. This location has a 2010–19 pedestrian crash cluster and a 2017–19 top-200 crash location (statewide), making it a high-priority safety improvement location. The scope of this project involves reconstruction of the intersection either by constructing a roundabout or reconstructing and updating the signal control system and lane assignments. A detailed alternatives analysis will be conducted to identify the preferred traffic control for the intersection, in addition to improvements to accessibility, and bicycle and pedestrian accommodations. This project will build upon the analysis done in the Medford Square Priority Roadways Improvement Study published by the Boston Region MPO in December 2018.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$7,070,336	–	–	–	$7,070,336
Non-Federal Funds	–	$1,767,584	–	–	–	$1,767,584
Total Funds	—	$8,837,920	—	—	—	$8,837,920



MEDFORD: SOUTH MEDFORD CONNECTOR BIKE PATH

Proponent: MassDOT
ID Number: 612499
Project Type: Bicycle and Pedestrian
Cost: $7,621,466
Funding Source: Statewide Highway Funds

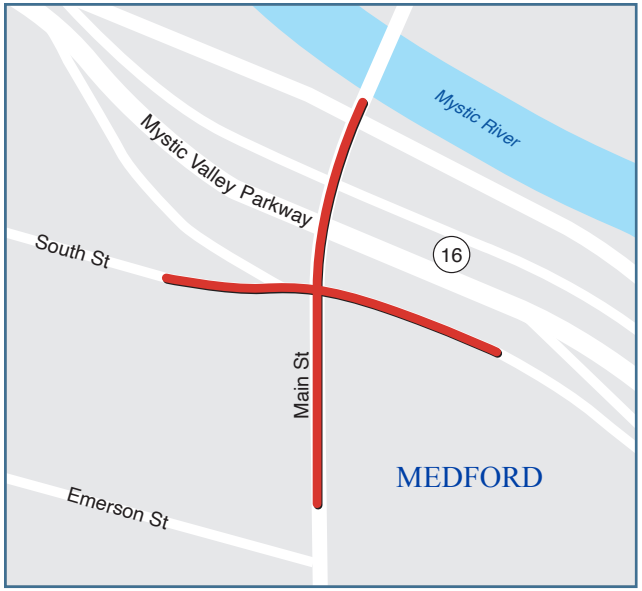
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will enhance bicycle and pedestrian connectivity in Medford by creating a shared-use path along the south side of the Mystic River. This project aims to provide a critical link in the regional transportation network by connecting two existing Department of Conservation and Recreation paths and supporting bicycle commuter access throughout the region. This project will construct an 8- to 10-foot wide pathway approximately one mile long primarily within the existing right-of-way of Route 16.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$6,097,173	–	–	$6,097,173
Non-Federal Funds	–	–	$1,524,293	–	–	$1,524,293
Total Funds	—	—	$7,621,466	—	—	$7,621,466



MEDFORD: BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWICH RIVER

Proponent: MassDOT
ID Number: 611974
Project Type: Bridge
Cost: $3,635,960
Funding Source: Statewide Highway Funds

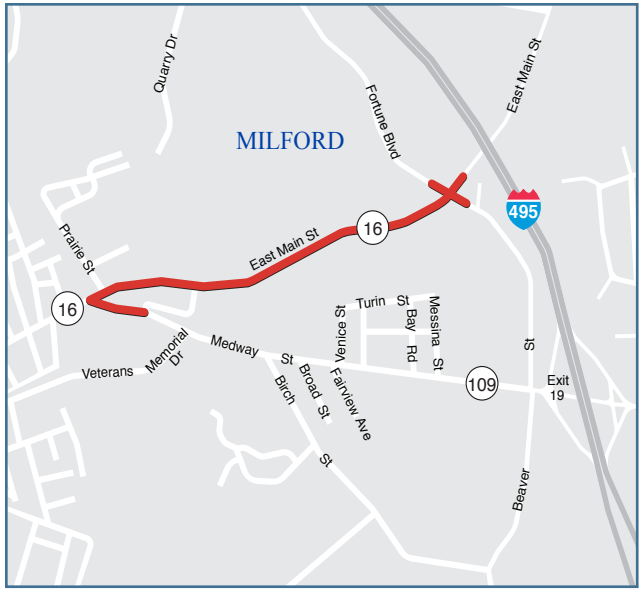
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace Bridge M-20-003, which carries Route 62 Maple Street over the Ipswich River in Middleton.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$2,908,768	–	–	–	–	$2,908,768
Non-Federal Funds	$727,192	–	–	–	–	$727,192
Total Funds	$3,635,960	—	—	—	—	$3,635,960



MILFORD: REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET

Proponent: Milford
ID Number: 608045
Project Type: Complete Streets
Cost: $13,548,565
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	20 out of 20	7 out of 29	9 out of 29	-1 out of 16	3 out of 12	5 out of 18	43 out of 134

Project Description

This project supports enhanced vehicular safety and traffic flow through the implementation of a road diet, additional roadway reconstruction, and enhanced signalization on the Route 16 (East Main Street) corridor from Route 109 (Medway Road) to Beaver Street. In addition, the project also addresses pedestrian and bicyclist safety through the addition of pavement markings for shared-use bike lanes and the construction of new six-foot sidewalks along both sides of the roadway.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$10,838,852	–	–	–	$10,838,852
Non-Federal Funds	–	$2,709,713	–	–	–	$2,709,713
Total Funds	—	$13,548,565	—	—	—	$13,548,565

MILFORD: BRIDGE PRESERVATION, M-21-022 (1UD, 1UE), I-495 OVER STATE ROUTE 109/MEDWAY ROAD

Proponent: MassDOT
ID Number: 613182
Project Type: Bridge
Cost: $3,744,000
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform bridge preservation work on Bridge M-21-022 (1UD, 1UE), which carries Interstate 495 over Route 109/ Medway Road in Milford.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$2,995,200	–	–	–	$2,995,200
Non-Federal Funds	–	$748,800	–	–	–	$748,800
Total Funds	—	$3,744,000	—	—	—	$3,744,000

MILTON: INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) AND CHICKATAWBUT ROAD

Proponent: MassDOT
ID Number: 607342
Project Type: Intersection Improvements
Cost: $9,080,341
Funding Source: Statewide Highway Funds

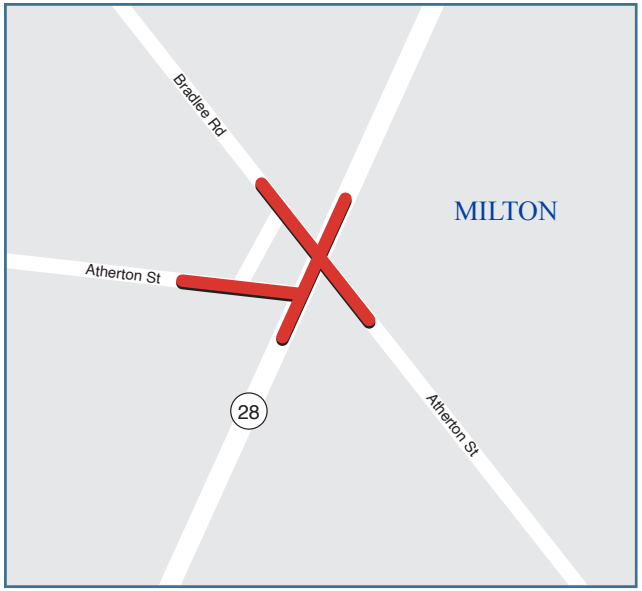
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This intersection ranked second in the 2008–10 Statewide Top 200 Intersection Crash List. This project addresses the high number and severity of crashes that occur at this intersection.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$7,264,273	–	–	–	–	$7,264,273
Non-Federal Funds	$1,816,068	–	–	–	–	$18,176
Total Funds	$9,080,341	—	—	—	—	$9,080,341



MILTON: INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD

Proponent: MassDOT
ID Number: 612616
Project Type: Intersection Improvements
Cost: $3,082,352
Funding Source: Statewide Highway Funds

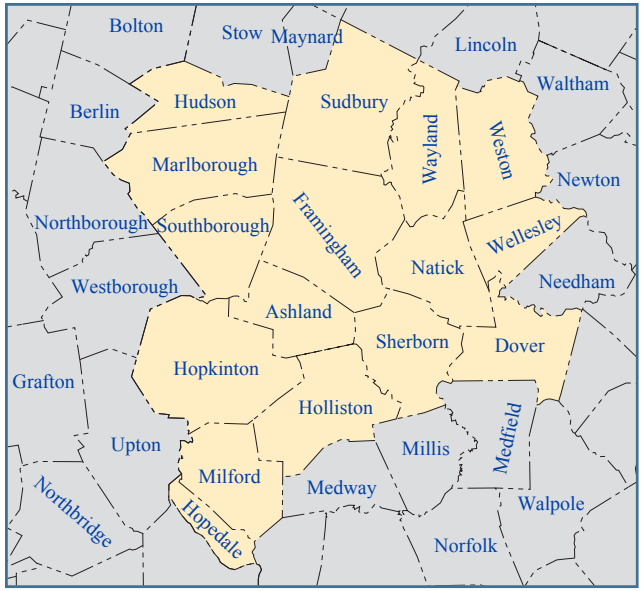
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will reconstruct the five-legged intersection at Route 138 and Bradlee Road into a roundabout.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$2,465,882	–	$2,465,882
Non-Federal Funds	–	–	–	$616,470	–	$616,470
Total Funds	—	—	—	$3,082,352	—	$3,082,352



MWRTA: PROCUREMENT OF THREE 29-FOOT BUSES

Proponent: MWRTA
ID Number: S12972
Project Type: Transit Transformation
Cost: $1,980,000
Funding Source: Regional Target Funds

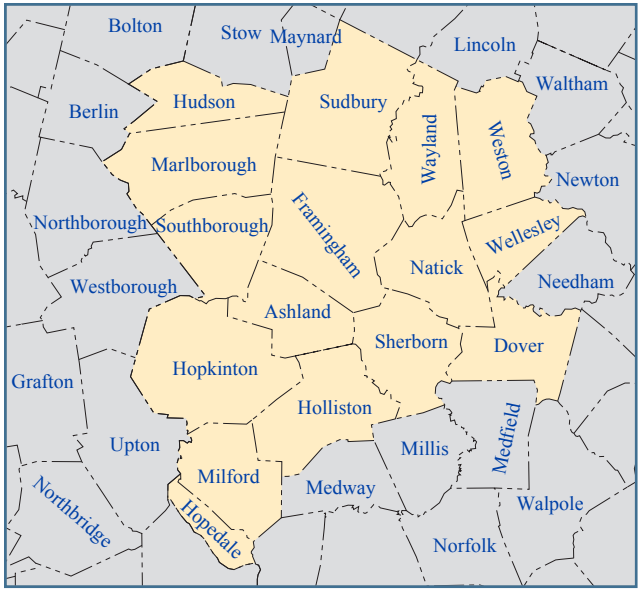
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	9 out of 16	14 out of 16	12 out of 16	6 out of 16	5.2 out of 21	6 out of 15	52.2 out of 100

Project Description

The MWRTA is requesting $1,980,000 from FFY 2025 of the Transit Transformation Program to purchase three 29-foot low-floor bus vehicles powered by compressed natural gas (CNG) for its Route 4N and Route 4S bus routes in Framingham. The MWRTA currently operates cutaway van vehicles on those routes, which at times have insufficient capacity for safe usage by riders during peak travel hours. These vehicles would be the first of their type for the MWRTA fleet and would be a step towards later adoption of other low-emission vehicles to improve service.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,584,000	–	–	–	–	$1,584,000
Non-Federal Funds	$396,000	–	–	–	–	$396,000
Total Funds	$1,980,000	—	—	—	—	$1,980,000



MWRTA: BLANDIN HUB EQUITABLE REDESIGN INITIATIVE

Proponent: MWRTA
ID Number: S12971
Project Type: Transit Transformation
Cost: $2,500,000
Funding Source: Regional Target Funds

Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed after the project evaluation period to utilize available funding in FFY 2025.

Project Description

This project will design and engineer improvements to the MetroWest Regional Transit Authority's Blandin Hub facility, the MWRTA's primary operations and maintenance building and a key passenger transportation hub. The Blandin Hub may be upgraded to feature an ADA-accessible driver dispatch and driver area within the operations facility. The project includes upgrades to electrical systems and HVAC energy recovery, restrooms, and driver amenities for a new training facility and expanded vehicle bays. The design will expand the customer waiting and transfer area to include a weather-enclosed waiting space in addition to other rider amenities.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,400,000	$600,000	–	–	–	$2,000,000
Non-Federal Funds	$350,000	$150,000	–	–	–	$500,000
Total Funds	$1,750,000	$750,000	—	—	—	$2,500,000

NATICK: LAKE COCHITUATE PATH

Proponent: MassDOT
ID Number: 610680
Project Type: Bicycle and Pedestrian
Cost: $3,428,355
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project includes a 0.4-mile segment of shared-used path along Route 9 in Natick. The project limits are from Archer Drive to the Cochituate Rail Trail. No roadway crossings are proposed and the shared-use path will provide a bicycle and pedestrian connection between the Cochituate Rail Trail and the robust residential and commercial area that is located in close proximity to the project's western terminus, filling a critical gap in the multimodal network.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$2,742,684	–	–	–	$2,742,684
Non-Federal Funds	–	$685,671	–	–	–	$685,671
Total Funds	—	$3,428,355	—	—	—	$3,428,355

NATICK: BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/CSX

Proponent: MassDOT
ID Number: 612178
Project Type: Bridge
Cost: $6,722,582
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will install 123 bike racks (246 spaces total) at commercial centers, schools, parks, fields, and playgrounds around Arlington. Some planned locations include Arlington Center, Ed Burns Arena, Spy Pond Field, Arlington High School, and other parks, open space locations, and middle and primary schools throughout the town.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$5,378,066	–	–	–	$5,378,066
Non-Federal Funds	–	$1,344,516	–	–	–	$1,344,516
Total Funds	—	$6,722,582	—	—	—	$6,722,582

NATICK: SUPERSTRUCTURE REPLACEMENT, N-03-012, BODEN LANE OVER CSX/MBTA

Proponent: MassDOT
ID Number: 607420
Project Type: Bridge
Cost: $11,407,315
Funding Source: Statewide Highway Funds

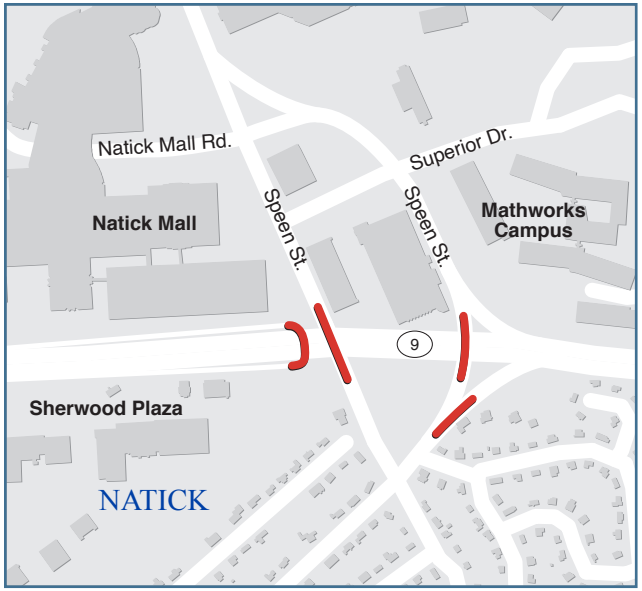
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

Bridge N-03-012 is a steel through-truss bridge dating back to 1891. The superstructure rating was recently dropped from a 4 to a 3. There is 100% section loss to the lower chords and stringer seat angles. A six-ton posting is proposed, and this project will replace the superstructure of this bridge with a modern component.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$9,125,852	–	–	$9,125,852
Non-Federal Funds	–	–	$2,281,463	–	–	$2,281,463
Total Funds	—	—	$11,407,315	—	—	$11,407,315



NATICK: BRIDGE PRESERVATION, N-03-032, N-03-033, N-03-034, N-03-035, RAMP A AND B OVER ROUTE 9 AND SPEEN STREET OVER RAMPS G AND D

Proponent: MassDOT
ID Number: 605091
Project Type: Bridge
Cost: $11,205,600
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform bridge preservation work on four structures over Route 9 and Speen Street in Natick. These structures are the Route 9 eastbound ramp to Route 9 westbound, Speen Street southbound over Route 9, Speen Street northbound over Route 9, and Speen Street northbound over the Speen Street to Route 9 eastbound ramp.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$8,964,480	–	$8,964,480
Non-Federal Funds	–	–	–	$2,241,120	–	$2,241,120
Total Funds	—	—	—	$11,205,600	—	$11,205,600

NATICK: COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET

Proponent: Natick
ID Number: 610691
Project Type: Bicycle Network and Pedestrian Connections
Cost: $7,492,849
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	12 out of 30	11 out of 29	18 out of 29	5 out of 16	8 out of 12	13 out of 18	67 out of 134

Project Description

This project will extend the Cochituate Rail Trail in Natick from its current terminus at Mechanic Street southward via a shared-use bridge to connect to the Natick Center Commuter Rail Station and Route 27.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$5,994,279	–	$5,994,279
Non-Federal Funds	–	–	–	$1,498,570	–	$1,498,570
Total Funds	—	—	—	$7,492,849	—	$7,492,849

NATICK: RESURFACING AND RELATED WORK ON ROUTE 9

Proponent: MassDOT
ID Number: 613640
Project Type: Non-Interstate Pavement
Cost: $4,162,950
Funding Source: Statewide Highway Funds

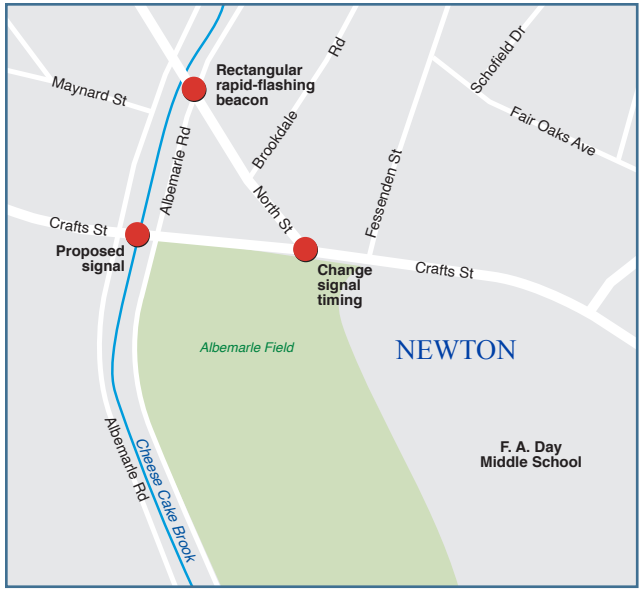
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project consists of resurfacing and related work on Route 9. The project was formerly consolidated into one project under Project ID 609402 in the FFYs 2024–28 TIP, which also included sections of Route 9 in Framingham. Please refer to Project# 613639 for the section of Route 9 in Framingham.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$3,330,360	$3,330,360
Non-Federal Funds	–	–	–	–	$832,590	$832,590
Total Funds	—	—	—	—	$4,162,950	$4,162,950



NEWTON: HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)

Proponent: MassDOT
ID Number: 611997
Project Type: Safe Routes to School
Cost: $861,238
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will upgrade the intersections of Crafts Street and Albemarle Road and Albemarle Road and North Street, to improve bicycle and pedestrian accommodations near the Horace Mann Elementary School, FA Day Middle School, and the Newton Early Childhood Program. The project as proposed includes installing a fully actuated traffic signal at the Crafts Street and Albemarle Road intersection and a rapid-flashing-beacon crosswalk system at the Albemarle Road and North Street intersection. It will also require signal modifications to the existing traffic signal at Crafts Street at North Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$688,990	–	–	–	$688,990
Non-Federal Funds	–	$172,247	–	–	–	$172,247
Total Funds	—	$861,238	—	—	—	$861,238

NEWTON: IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)

Proponent: MassDOT
ID Number: 613468
Project Type: Safe Routes to School
Cost: $1,492,169
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will implement bike and pedestrian safety improvements at the Parker Road and Route 9 intersection in support of students at the Oak Hill and Brown Middle Schools, Bowen Elementary School, and Newton South High School.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$1,193,735	–	–	$1,193,735
Non-Federal Funds	–	–	$298,434	–	–	$298,434
Total Funds	—	—	$1,492,169	—	—	$1,492,169

NEWTON: BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D

Proponent: MassDOT
ID Number: 612182
Project Type: Bridge
Cost: $15,206,778
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace Bridge N-12-040, Boylston Street over the MBTA Green Line D Branch near Ramsdell Street. The current structure was constructed in 1905.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$12,165,430	–	–	–	$12,165,430
Non-Federal Funds	–	$3,041,358	–	–	–	$3,041,358
Total Funds	—	$15,206,778	—	—	—	$15,206,778

NEWTON: INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD

Proponent: MassDOT
ID Number: 612613
Project Type: Intersection Improvements
Cost: $4,698,000
Funding Source: Statewide Highway Funds

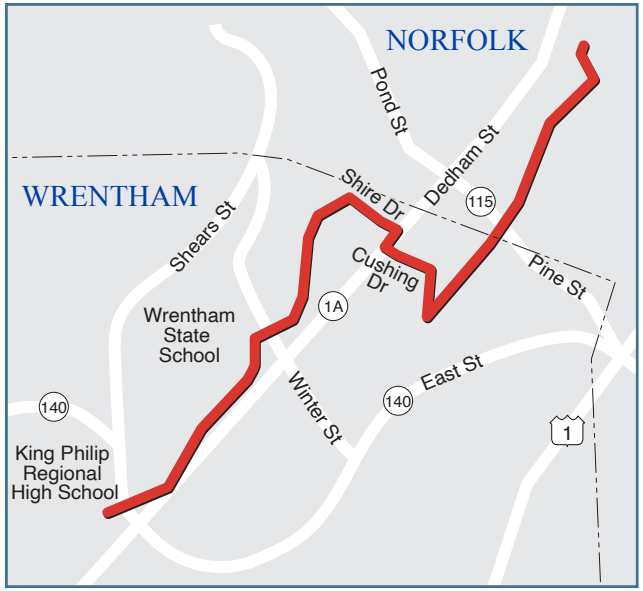
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make safety improvements to the intersection of Route 16, Washington Street, and Quinobequin Road in Newton near the Route 16 and Route 128/I-95 interchange.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$3,758,400	–	–	$3,758,400
Non-Federal Funds	–	–	$939,600	–	–	$939,600
Total Funds	—	—	$4,698,000	—	—	$4,698,000



NORFOLK, WALPOLE, WRENTHAM: SHARED-USE PATH INSTALLATION (METACOMET GREENWAY) [DESIGN ONLY]

Proponent: Norfolk, Walpole, Wrentham
ID Number: S12981
Project Type: Bicycle and Pedestrian
Cost: $1,550,000
Funding Source: Regional Target Funds

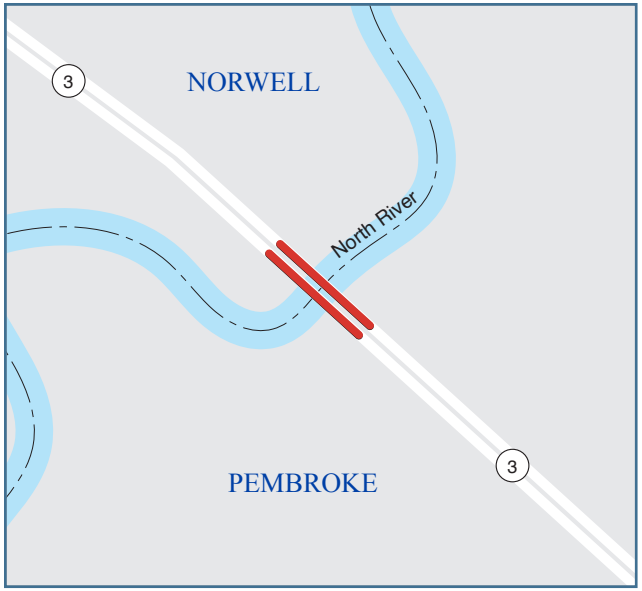
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	11 out of 16	12 out of 15	15 out of 15	13.5 out of 14	5.5 out of 20	13 out of 16	65 out of 100

Project Description

This project will design more than three miles of new shared-use pathways in the communities of Norfolk, Walpole, and Wrentham. Construction of this project would be delivered under Project #613644 and is expected to be advertised for construction as early as FFY 2030. Depending on the findings of design development, implementation may commence under separate phases of the project over multiple years.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,240,000	–	–	–	–	$1,240,000
Non-Federal Funds	$310,000	–	–	–	–	$310,000
Total Funds	$1,550,000	—	—	—	—	$1,550,000



NORWELL-PEMBROKE: BRIDGE REPLACEMENT, N-24-004=P-05-008, ROUTE 3 (NB AND SB) OVER NORTH RIVER

Proponent: MassDOT
ID Number: 607349
Project Type: Bridge
Cost: $23,543,800
Funding Source: Statewide Highway Funds

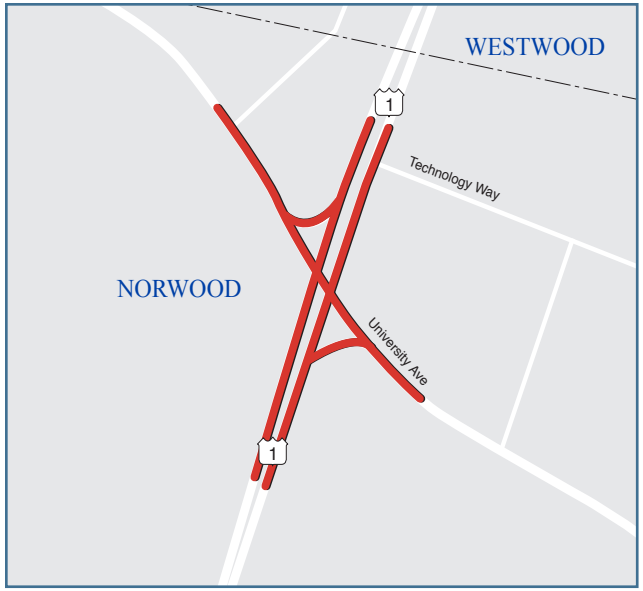
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project replaces a structurally deficient bridge on Route 3 in Norwell and Pembroke over the North River. This project spans two regions, the Boston and Old Colony Planning Council regions.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	–	–
Non-Federal Funds	$23,543,800	–	–	–	–	$23,543,800
Total Funds	$23,543,800	—	—	—	—	$23,543,800



NORWOOD: INTERSECTION IMPROVEMENTS AT ROUTE 1 AND UNIVERSITY AVENUE/EVERETT STREET

Proponent: Norwood
ID Number: 605857
Project Type: Intersection Improvements
Cost: $27,636,336
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	11 out of 30	12 out of 29	15 out of 29	11 out of 16	2 out of 12	4 out of 18	55 out of 134

Project Description

This project includes traffic signal upgrades and associated geometric improvements at the intersection of Route 1 with University Avenue and Everett Street. Related improvements include constructing an additional travel lane in each direction on Route 1, upgrading of traffic signals, lengthening of left-turn lanes on Route 1, upgrading of pedestrian crossings at each leg of the intersection, and upgrading of bicycle amenities (loop detectors) at the intersection. Rehabilitation of sidewalks, curbing, median structures, lighting, and guard rails are also proposed.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$22,109,069	–	–	–	$22,109,069
Non-Federal Funds	–	$5,527,267	–	–	–	$5,527,267
Total Funds	—	$27,636,336	—	—	—	$27,636,336

NORWOOD: INTERSECTION AND SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) AND MORSE STREET

Proponent: MassDOT
ID Number: 608052
Project Type: Intersection Improvements
Cost: $1,668,001
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will rehabilitate bridge N-25-026, which carries Providence Highway (State Route 1) over the Neponset River in Norwood.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$1,334,401	–	$1,334,401
Non-Federal Funds	–	–	–	$333,600	–	$333,600
Total Funds	—	—	—	$1,668,001	—	$1,668,001

NORWOOD-WESTWOOD: RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE

Proponent: Westwood
ID Number: 608158
Project Type: Complete Streets
Cost: $22,854,847
Funding Source: Regional Target Funds

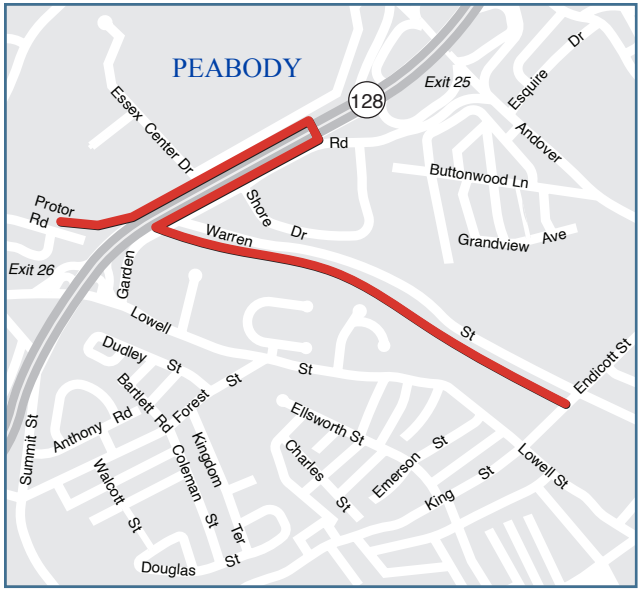
Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	12 out of 18	14.5 out of 20	9 out of 18	3.75 out of 16	5 out of 20	9 out of 12	53.3 out of 100

Project Description

This project will reconstruct Canton Street and install pedestrian and bicycle facilities where none currently exist. A sidewalk will be constructed along the southbound side of the roadway and a shared-use path along along the northbound side. The project will improve visibility at five curves along the corridor to improve stopping sight distances, and it includes the addition of apron turn lanes and medians for improved navigation. High visibility crosswalks and beacons will be added at seven locations.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$10,283,878	$8,000,000	$18,283,878
Non-Federal Funds	–	–	–	$2,570,969	$2,000,000	$4,570,969
Total Funds	—	—	—	$12,854,847	$10,000,000	$22,854,847



PEABODY: INDEPENDENCE GREENWAY EXTENSION

Proponent: Peabody
ID Number: 609211
Project Type: Bicycle and Pedestrian
Cost: $8,273,695
Funding Source: Regional Target Funds

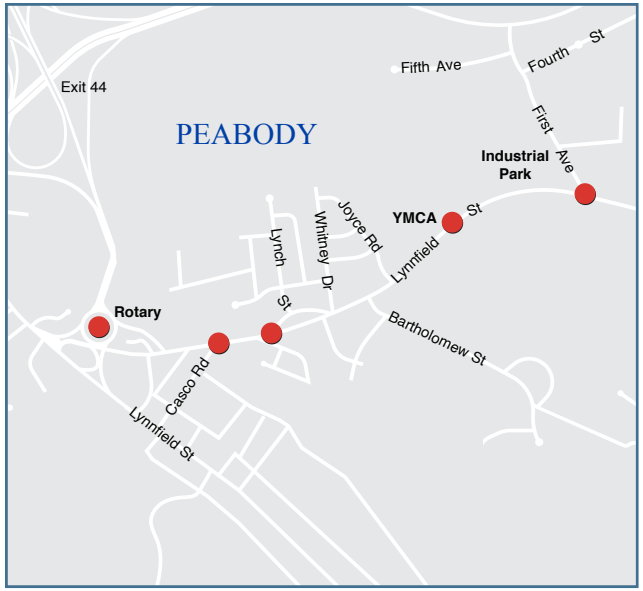
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	9 out of 30	4 out of 29	9 out of 29	4 out of 16	4 out of 12	4 out of 18	34 out of 134

Project Description

This project will extend the Independence Greenway 1.3 miles east from its present terminus at the North Shore Mall to the intersection of the Warren Street Extension and Endicott Street in central Peabody. When complete, the project will bring the greenway's total length to eight miles. This project makes use of an existing rail corridor as it runs parallel to Lowell Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$6,618,956	–	–	–	–	$6,618,956
Non-Federal Funds	$1,654,739	–	–	–	–	$1,654,739
Total Funds	$8,273,695	—	—	—	—	$8,273,695



PEABODY: LYNNFIELD STREET CORRIDOR SAFETY DEMONSTRATION PROJECT (SS4A)

Proponent: Peabody
ID Number: TBD
Project Type: Complete Streets
Cost: $279,200
Funding Source: Earmark Discretionary Funds

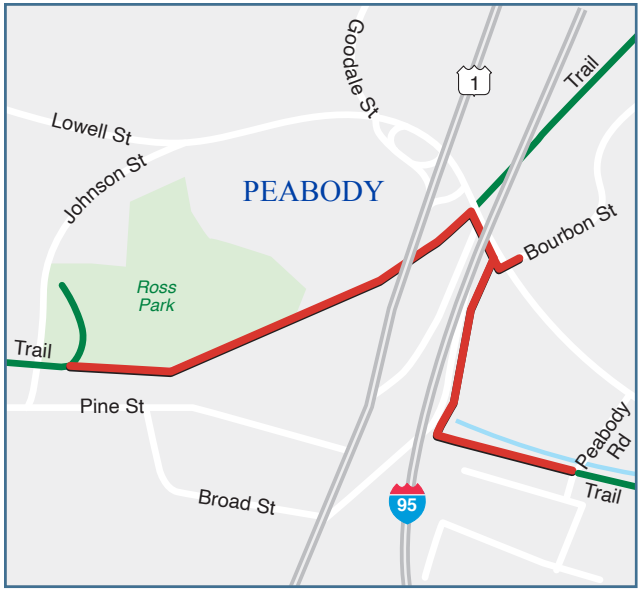
Scoring Summary

These projects were funded through the federal Safe Streets and Roads for All discretionary grant program, and were not evaluated using the MPO's TIP scoring criteria.

Project Description

This line item programs an FFY 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant for the City of Peabody in the amount of $223,600, with $55,840 in matching funds. The project will test safety interventions through geometry modifications of approximately 1.3 miles of Lynnfield Street and key intersections along the corridor. The project will also add a pop-up shared use path, and the road will be restriped to narrow motor vehicle lanes, provide marked crosswalks at key intersections, and straighten two intersections with reduced corner radii.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$223,360	–	–	–	–	$223,360
Non-Federal Funds	$55,840	–	–	–	–	$55,840
Total Funds	$279,200	—	—	—	—	$279,200



PEABODY: MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT INTERSTATE 95 AND ROUTE 1

Proponent: Peabody
ID Number: 610544
Project Type: Bicycle and Pedestrian
Cost: $13,966,099
Funding Source: Regional Target Funds

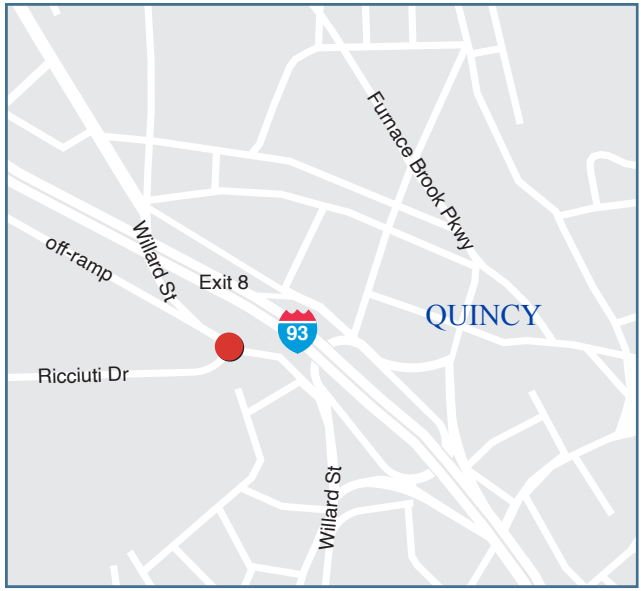
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	15 out of 30	14 out of 29	11 out of 29	4 out of 16	4 out of 12	6 out of 18	53 out of 134

Project Description

The project includes construction of a new 12-foot-wide multi-use paved path along the abandoned railbed between two existing segments of the Independence Greenway in Peabody. The project also includes a connection to the existing Border to Boston trailhead at Lowell Street. The work includes full-depth pavement construction, minor drainage improvements, vegetative privacy screening, new and reset granite curb, new cement concrete sidewalk and hot mix asphalt, signal upgrades at the intersections of Lowell and Bourbon Streets and Route 1 northbound and Lowell Street, a new two-span steel pedestrian bridge, and various curb, walking, and parking improvements to the existing parking lot at 215 Newbury Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$11,172,879	–	–	–	–	$11,172,879
Non-Federal Funds	$2,793,220	–	–	–	–	$2,793,220
Total Funds	$13,966,099	—	—	—	—	$13,966,099



QUINCY: INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE

Proponent: Quincy
ID Number: 610823
Project Type: Intersection Improvements
Cost: $1,885,353
Funding Source: Regional Target Funds

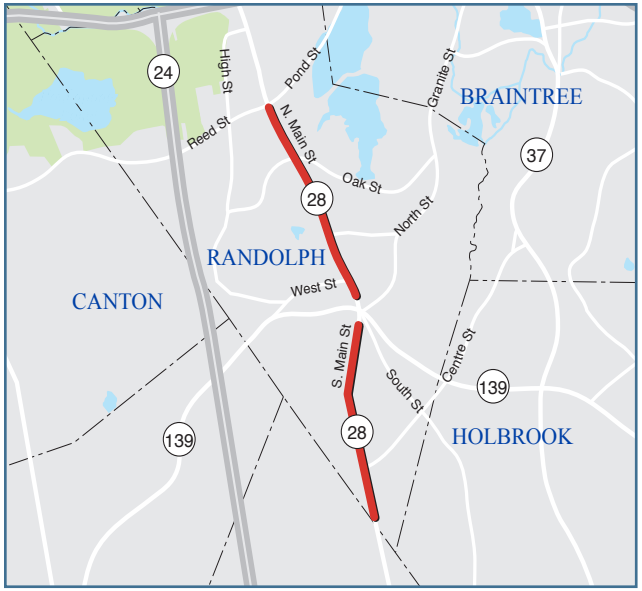
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	16.5 out of 25	11 out of 18	4.5 out of 14	-1 out of 12	5.1 out of 12	5 out of 11	41.1 out of 100

Project Description

This project will signalize the off-ramps for Interstate 93 at Willard Street and Ricciuti Drive to improve safety for all roadway users. The design of the project is currently at 75 percent. Construction of a small shared-use path connection is proposed on Willard Street to connect to future bicycle accommodations planned by the City of Quincy along Ricciuti Drive to provide connections to Quincy Quarries and multifamily residential developments. In addition to the shared-use path, the project will also upgrade all sidewalks to meet current ADA standards and improve the safety of pedestrian crossings.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$1,508,282	–	–	–	$1,508,282
Non-Federal Funds	–	$377,071	–	–	–	$377,071
Total Funds	—	$1,885,353	—	—	—	$1,885,353



RANDOLPH: RESURFACING AND RELATED WORK ON ROUTE 28

Proponent: MassDOT
ID Number: 609399
Project Type: Complete Streets
Cost: $7,194,377
Funding Source: Statewide Highway Funds

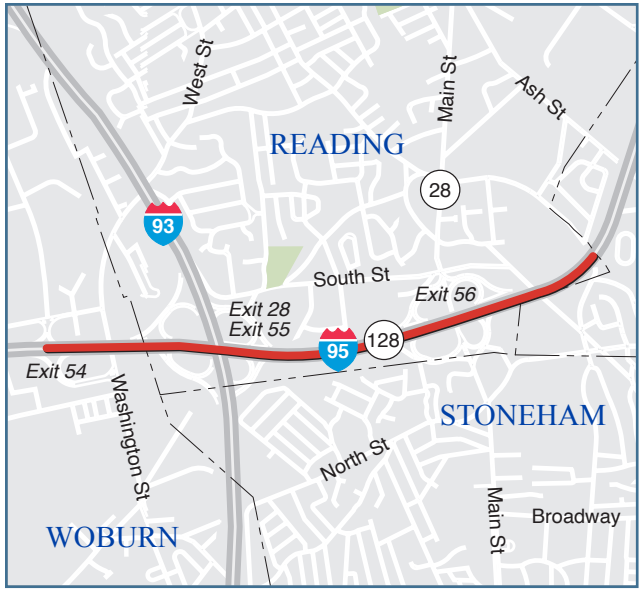
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project involves the resurfacing of 13.2 lane miles of Route 28 in Randolph. The project includes two sections of Route 28, from mile marker 105.8 to 107.4 and from mile marker 107.6 to 109.3.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$5,755,502	–	–	–	$5,755,502
Non-Federal Funds	–	$1,438,875	–	–	–	$1,438,875
Total Funds	—	$7,194,377	—	—	—	$7,194,377



READING: IMPROVEMENTS ON I-95

Proponent: MassDOT
ID Number: 609527
Project Type: Roadway Reconstruction
Cost: $14,587,533
Funding Source: Statewide Highway Funds

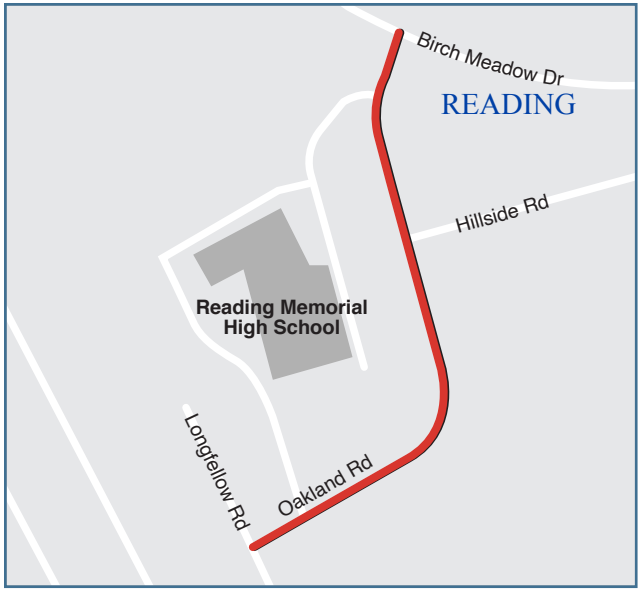
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will improve Interstate 95 in between Commerce Way in Woburn and Ash Street in Reading, a distance of approximately two miles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$11,670,026	–	–	$11,670,026
Non-Federal Funds	–	–	$2,917,507	–	–	$2,917,507
Total Funds	—	—	$14,587,533	—	—	$14,587,533



READING: OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)

Proponent: MassDOT
ID Number: 613564
Project Type: Safe Routes to School
Cost: $2,486,024
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The proposed project implements a road diet on Oakland Road by reducing the width of the existing travel lanes and creating space for a shared use path with hardscape buffer as well as intersection safety improvements at Hillside Road and Birch Meadow Drive, including but not limited to, new sidewalks, curbing, curb extensions, roadway resurfacing, signage, crosswalk improvements, and pavement markings.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$1,988,819	–	–	$1,988,819
Non-Federal Funds	–	–	$497,205	–	–	$497,205
Total Funds	—	—	$2,486,024	—	—	$2,486,024

READING-WOBURN: RAIL TRANSFORMATION – EARLY ACTION ITEMS – READING STATION AND WILBUR INTERLOCKING

Proponent: MBTA
ID Number: S12986
Project Type: Transit Transformation
Cost: $20,000,000
Funding Source: Regional Target Funds

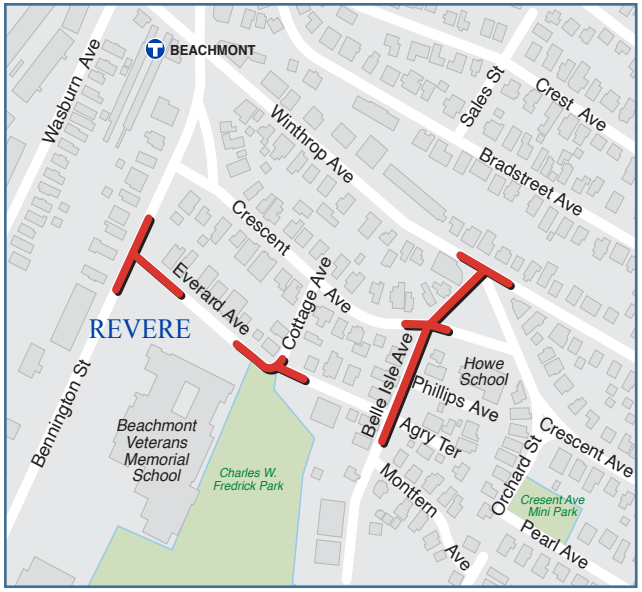
Scoring Summary

This project is funded using Regional Target funds but was not scored using the MPO's TIP project selection criteria for Transit Transformation as it was programmed before formal evaluation criteria for the Transit Transformation program was in place.

Project Description

This project includes the addition of a turn track at Reading Station and improvements to the siding at Wilbur Interlocking on the Lowell Line to enable 30-minute headways in the short term and higher frequencies with electrified rolling stock. Improvements would reduce conflicts with freight traffic and the Amtrak Downeaster while facilitating bus integration. This project was funded for $14 million in FFY 2024 of the FFY 2024–28 TIP, with a total contribution by the Boston Region MPO to this project of $20 million.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$4,800,000	–	–	–	–	$4,800,000
Non-Federal Funds	$1,200,000	–	–	–	–	$1,200,000
Total Funds	$6,000,000	—	—	—	—	$6,000,000



REVERE: IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)

Proponent: MassDOT
ID Number: 612100
Project Type: Safe Routes to School
Cost: $351,341
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This Safe Routes to School project proposes pedestrian improvements at several intersections surrounding Beachmont Veterans Elementary School in Revere. This project will reconstruct sections of sidewalk and curbing, improve markings at several crosswalks, and add tactile warning panels at some locations.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$281,073	–	–	$281,073
Non-Federal Funds	–	–	$70,268	–	–	$70,268
Total Funds	—	—	$351,341	—	—	$351,341

REVERE: BRIDGE REPLACEMENT, R-05-015, REVERE BEACH PARKWAY OVER BROADWAY

Proponent: MassDOT
ID Number: 612184
Project Type: Bridge
Cost: $20,272,995
Funding Source: Statewide Highway Funds

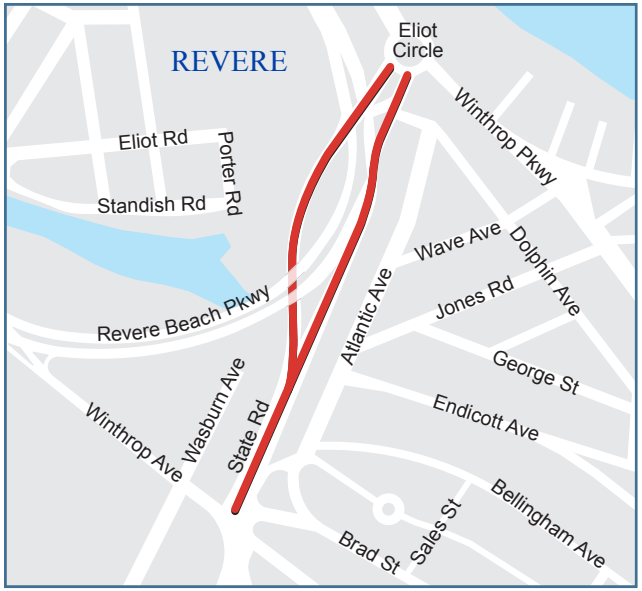
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge R-05-015, which carries Revere Beach Parkway over Broadway in the City of Revere.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$16,218,396	–	–	–	$16,218,396
Non-Federal Funds	–	$4,054,599	–	–	–	$4,054,599
Total Funds	—	$20,272,995	—	—	—	$20,272,995



REVERE: STATE ROAD BEACHMONT CONNECTOR

Proponent: MassDOT
ID Number: 612523
Project Type: Bicycle and Pedestrian
Cost: $8,263,382
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The primary goal of this project is to provide a safe path for bicyclists and improve pedestrian and vehicular safety along State Road between Donnelly Square and Eliot Circle in Revere. The proposed scope will reduce both northbound and southbound travel on State Road from two lanes to a single lane to provide bicycle and pedestrian facilities, including a two-way, separated bicycle lane on the west side of the corridor and a one-way, parking-protected bicycle lane along the east side of the corridor. This project will improve the sidewalk along both sides of State Road, providing a direct connection for pedestrians to the Beachmont MBTA Blue Line station that is comfortable, safe, and accessible. Crosswalks with accessible ramps are proposed across all side streets and there is a proposed crossing of State Road just south of Ocean Avenue that will connect proposed facilities to the existing sidewalk on Revere Beach Parkway.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$6,610,706	–	–	–	–	$6,610,706
Non-Federal Funds	$1,652,676	–	–	–	–	$1,652,676
Total Funds	$8,263,382	—	—	—	—	$8,263,382

REVERE: BLUEBIKES EXPANSION TO NORTHERN STRAND (SALEM STREET AT NORTH MARSHALL STREET) AND GRISWOLD PARK

Proponent: Revere
ID Number: S12964
Project Type: Community Connections
Cost: $169,000
Funding Source: Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	17 out of 18	6 out of 16	10 out of 18	7.5 out of 16	14 out of 18	9 out of 10	63.5 out of 100

Project Description

The City of Revere will install new Bluebikes stations at Griswold Fields at Washington and Malden, and at North Marshall and Salem Street. The project will also procure an additional 40 pedal bicycles for the Bluebikes network. The North Marshall and Salem Street site is adjacent to the Northern Strand Community Trail, which connects Everett to Lynn with 11 miles of continuous off-road paved surface. The City of Revere has two trailheads, and its main trail head is 1/10 of a mile from the city's second Amazon Distribution Center.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$135,200	–	–	–	–	$135,200
Non-Federal Funds	$33,800	–	–	–	–	$33,800
Total Funds	$169,000	—	—	—	—	$169,000

SALEM: BRIDGE REPLACEMENT, S-01-024, JEFFERSON AVENUE OVER PARALLEL STREET

Proponent: MassDOT
ID Number: 612075
Project Type: Bridge
Cost: $3,779,651
Funding Source: Statewide Highway Funds

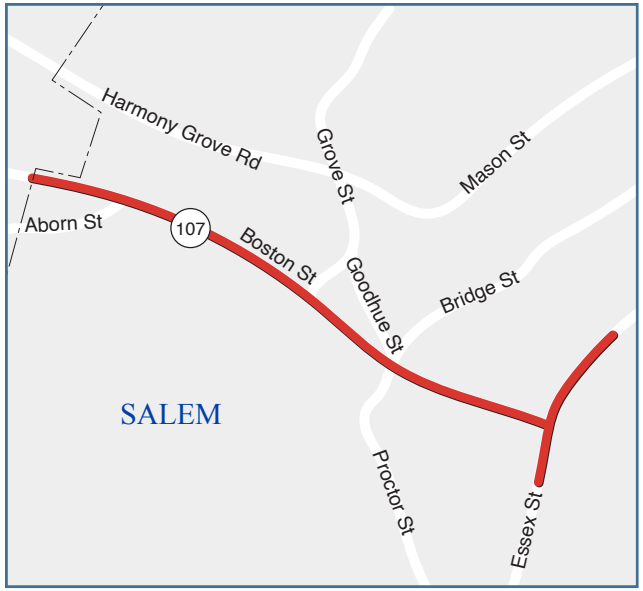
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge S-01-024, which carries Jefferson Avenue over Parallel Street in Salem.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$3,023,721	–	–	–	$3,023,721
Non-Federal Funds	–	$755,930	–	–	–	$755,930
Total Funds	—	$3,779,651	—	—	—	$3,779,651



SALEM-PEABODY: BOSTON STREET IMPROVEMENTS

Proponent: Salem
ID Number: 609437
Project Type: Complete Streets
Cost: $26,122,721
Funding Source: Regional Target Funds

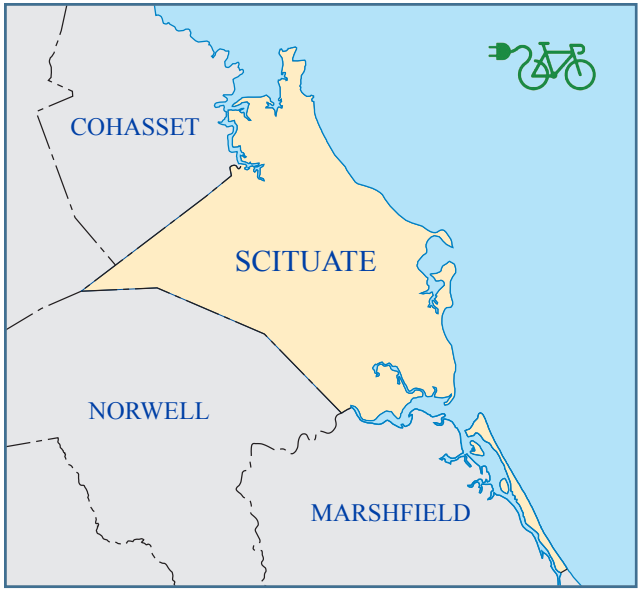
Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	12 out of 18	15 out of 20	11 out of 18	8 out of 12	11 out of 20	11 out of 12	68 out of 100

Project Description

This project aims to improve mobility for vehicles, bicycles, and pedestrians between Salem and Peabody and create separated bicycle facilities between the two municipalities that do not currently exist today. In addition to off-street bicycle facilities, major improvements to the corridor include incorporating Complete Streets design elements such as ADA/AAB-compliant sidewalks, pedestrian ramps, and crosswalks. This project will add a new traffic signal at the intersection of Boston Street and Aborn Street and will upgrade existing traffic signals at the intersections of Boston Street and Essex Street, Boston Street and Bridge Street/Proctor Street/Goodhue Street, and Boston Street and Grove Street/Nichols Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$20,898,177	–	–	$20,898,177
Non-Federal Funds	–	–	$5,224,544	–	–	$5,224,544
Total Funds	—	—	$26,122,721	—	—	$26,122,721



SCITUATE: INSTALLATION OF 25 BICYCLE RACKS

Proponent: Scituate
ID Number: S12967
Project Type: Community Connections
Cost: $22,800
Funding Source: Regional Target Funds

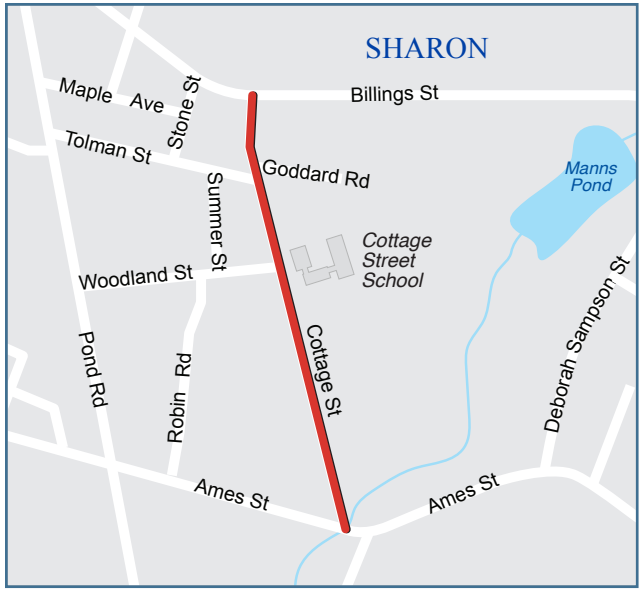
Scoring Summary

Category	Conn	Coord	Plan	TE	MS/DP	FS	Total
Score	9 out of 18	8 out of 16	16 out of 18	4.5 out of 20	2 out of 18	6 out of 10	45.5 out of 100

Project Description

The Town of Scituate will procure 25 bicycle racks providing 50 spaces in North Scituate Village and Scituate Harbor, which are commercial hubs and public open-space facilities. The town centers are hubs for pedestrians and are linked by sidewalks to various areas of open space and recreation, along with shops, grocery stores, and co-working spaces.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$18,240	–	–	–	–	$18,240
Non-Federal Funds	$4,560	–	–	–	–	$4,560
Total Funds	$22,800	—	—	—	—	$22,800



SHARON: COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)

Proponent: MassDOT
ID Number: 612889
Project Type: Safe Routes to School
Cost: $3,709,491
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will make upgrades to promote safety along the roadways surrounding Cottage Street Elementary School in Sharon through the Safe Routes to School program. This project proposes to create continuous sidewalks along the entirety of Cottage Street, from Billings Street to Ames Street. Work will involve reconstructing all existing sidewalks and adding new sidewalks where none exist today. The project also proposes the addition of rectangular rapid-flashing beacons at five crosswalks along Cottage Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$2,967,593	–	–	$2,967,593
Non-Federal Funds	–	–	$741,898	–	–	$741,898
Total Funds	—	—	$3,709,491	—	—	$3,709,491

SHARON: BRIDGE PRESERVATION OF S-09-015 AND S-09-016 ALONG THE I-95 CORRIDOR

Proponent: MassDOT
ID Number: 612073
Project Type: Bridge
Cost: $1,329,697
Funding Source: Statewide Highway Funds

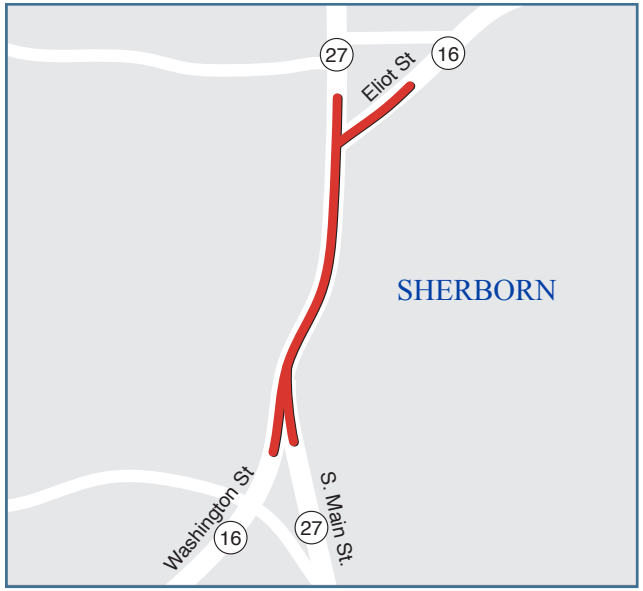
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will preserve bridges S-09-015 and S-09-016 along the Interstate 95 corridor in Sharon. These structures carry Interstate 95 northbound and southbound over South Walpole Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$1,063,758	–	–	–	–	$1,063,758
Non-Federal Funds	$265,939	–	–	–	–	$265,939
Total Funds	$1,329,697	—	—	—	—	$1,329,697



SHERBORN: RECONSTRUCTION OF ROUTE 27 AND ROUTE 16 [DESIGN ONLY]

Proponent: Sherborn
ID Number: S12983
Project Type: Intersection Improvements
Cost: $900,000
Funding Source: Regional Target Funds

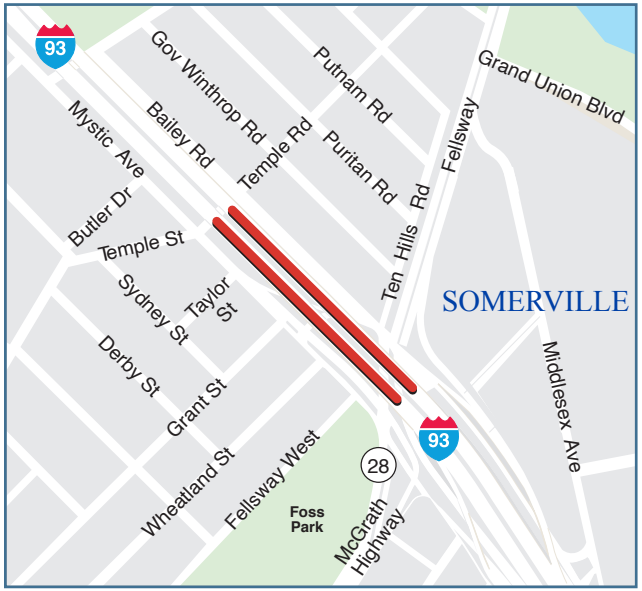
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	22 out of 25	16 out of 18	15 out of 15	13 out of 13	6.8 out of 20	9 out of 11	81.8 out of 100

Project Description

This project will design improvements to various intersections and a rail grade crossing in downtown Sherborn to improve safety for all roadway users. Construction for this project is expected to advertise as early as FFY 2030.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$720,000	–	–	–	–	$720,000
Non-Federal Funds	$180,000	–	–	–	–	$180,000
Total Funds	$900,000	—	—	—	—	$900,000



SOMERVILLE: BRIDGE PRESERVATION, S-17-031, I-93 (NB AND SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)

Proponent: MassDOT
ID Number: 612496
Project Type: Bridge
Cost: $188,740,741
Funding Source: Statewide Highway Funds

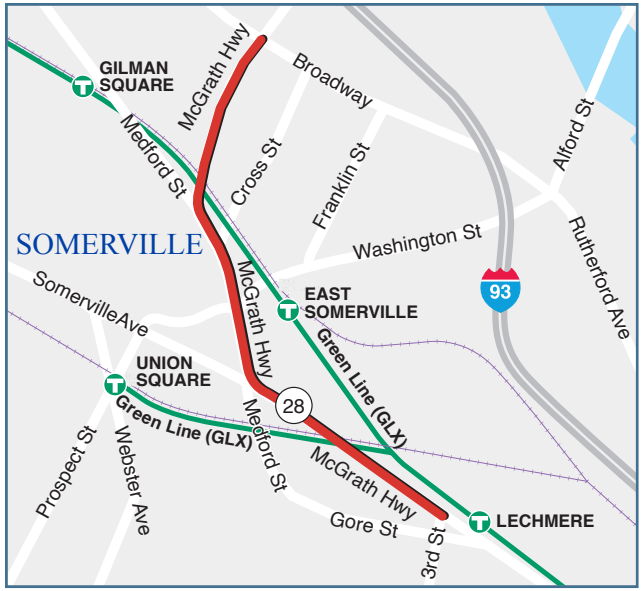
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will rehabilitate bridge S-17-031, which carries an elevated portion of Interstate 93 between Route 28 and Temple Street in Somerville. This is a continuation of a bridge preservation project on the same portion of Interstate 93 (Project #606528), which began construction in late 2021.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$150,992,593	–	–	–	$150,992,593
Non-Federal Funds	–	$37,748,148	–	–	–	$37,748,148
Total Funds	—	$188,740,741	—	—	—	$188,740,741



SOMERVILLE: MCGRATH BOULEVARD CONSTRUCTION

Proponent: MassDOT
ID Number: 607981
Project Type: Major Infrastructure
Cost: $90,310,000
Funding Source: Regional Target Funds

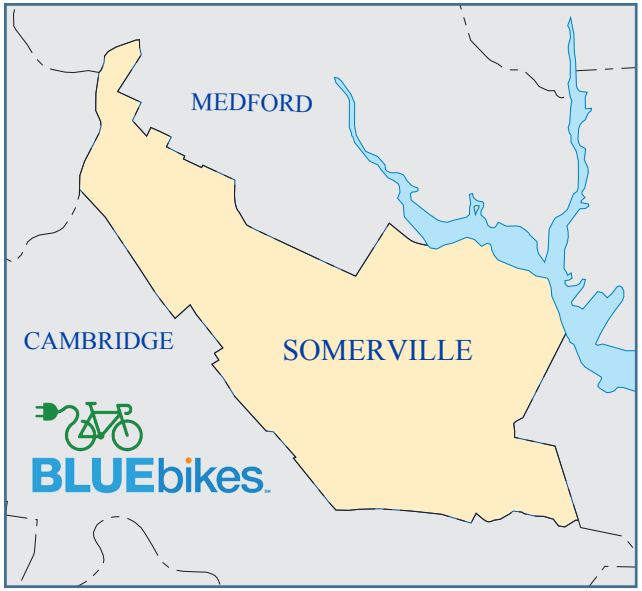
Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	13 out of 18	19 out of 20	13 out of 18	8 out of 12	9.2 out of 20	10 out of 12	72.2 out of 100

Project Description

This project will remove the existing McCarthy Viaduct along McGrath Boulevard in Somerville and replace it with an at-grade urban boulevard, approximately 1.5 miles long, from Broadway in the north to Third Street in the south. The project will result in more conventional intersection configurations at Washington Street and Somerville Avenue, which are currently under or next to the viaduct. Removing the viaduct will physically reconnect the neighborhoods of Somerville with more direct vehicle, pedestrian, bicycle, and transit networks. The project will enhance transit access along the corridor, improving bus operations and the bus rider experience with the installation of floating/in-lane bus stops, transit signal priority, and bus queue-jump lanes at key intersections. New sidewalks and bicycle facilities will be provided for the length of the proposed McGrath Boulevard and will connect with the extended Somerville Community Path, creating access to the regional bicycle network. The proposed facilities will provide direct intermodal connections to existing bus routes and the new Green Line station in East Somerville. This project is anticipated to be funded over four fiscal years, with the first year of funding in FFY 2027.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$24,000,000	$24,000,000	$24,248,000	$72,248,000
Non-Federal Funds	–	–	$6,000,000	$6,000,000	$6,062,000	$18,062,000
Total Funds	—	—	$30,000,000	$30,000,000	$30,310,000	$90,310,000



SOMERVILLE: BLUEBIKES STATE OF GOOD REPAIR, 13 STATIONS

Proponent: Somerville
ID Number: S12962
Project Type: Community Connections
Cost: $278,127
Funding Source: Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	14 out of 18	18 out of 16	16 out of 18	7.5 out of 16	13 out of 18	9 out of 10	67.5 out of 100

Project Description

The City of Somerville proposes replacing 13 Bluebikes stations that have reached the end of their useful life. These stations include Somerville City Hall, Union Square Station, Beacon Street at Washington Street, Conway Park, Wilson Square, Davis Square, Ball Square, Powder House Circle/Nathan Tufts Park, Packard Avenue, Teele Square, 191 Beacon Street, Perry Park, and Broadway at Mount Pleasant Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$222,502	–	–	–	–	$222,502
Non-Federal Funds	$55,625	–	–	–	–	$55,625
Total Funds	$278,127	—	—	—	—	$278,127

STONEHAM-WINCHESTER: DECK REPLACEMENT, S-27-008=W-40-030 (2M5), MARBLE STREET OVER I-93

Proponent: MassDOT
ID Number: 608865
Project Type: Bridge
Cost: $3,573,558
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will perform deck replacement, bearing adjustment, and traffic safety upgrades to Bridge S-27-008=W-40-030 at the Stoneham and Winchester border. The structure carries Marble Street over Interstate 93.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$2,858,846	–	–	–	–	$2,858,846
Non-Federal Funds	$714,712	–	–	–	–	$714,712
Total Funds	$3,573,558	—	—	—	—	$3,573,558

STONEHAM: STONEHAM SHUTTLE SERVICE

Proponent: Stoneham
ID Number: S12699
Project Type: Community Connections
Cost: $796,817
Funding Source: Regional Target Funds

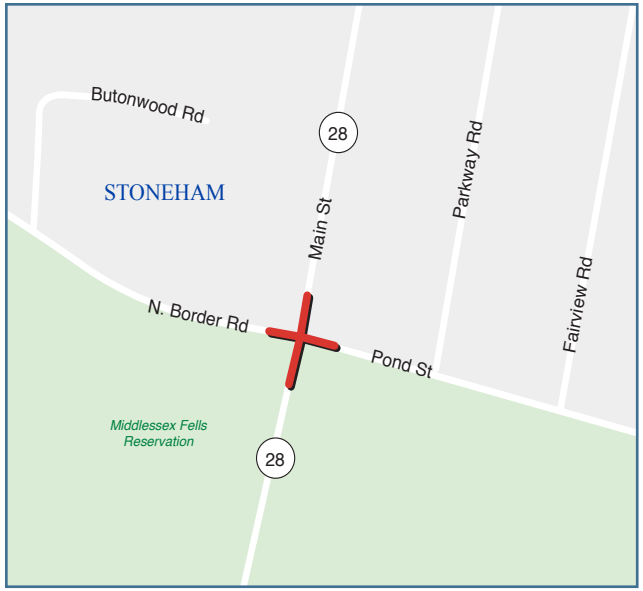
Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	15 out of 18	12 out of 15	12 out of 15	6 out of 18	17 out of 24	10 out of 10	72 out of 100

Project Description

This project will create a local shuttle service that will connect Stoneham residents and employees of Stoneham businesses to transportation options in surrounding communities during peak hours and within Stoneham during non-peak hours. The primary goal of this project is to fill gaps in the existing MBTA service network by creating an east-west connection across Stoneham where only north-south MBTA bus service exists today. The Town plans to use a 24-passenger bus that would operate on a 12-hour/day schedule Monday-Friday, with shorter hours on Saturday. During peak hours, the shuttle would stop at defined destinations along the route. During off-peak hours, the shuttle could go off-route based on the needs of riders. This project is funded through the third round of grants available through the MPO's Community Connections Program and was funded for $330,189 in FFY 2023 and $261,439 in FFY 2024.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$164,151	–	–	–	–	$164,151
Non-Federal Funds	$41,038	–	–	–	–	$41,038
Total Funds	$205,189	—	—	—	—	$205,189



STONEHAM: INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET

Proponent: MassDOT
ID Number: 610665
Project Type: Intersection Improvements
Cost: $4,872,001
Funding Source: Statewide Highway Funds

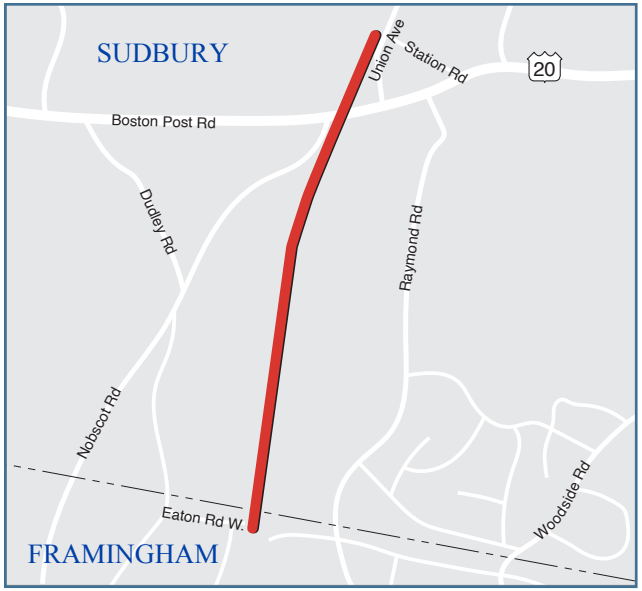
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

The project will include intersection improvements that will increase operational efficiency while enhancing safety and reducing crashes at the intersection of Route 28 (Main Street), North Border Road, and Pond Street in Stoneham.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$3,897,601	–	$3,897,601
Non-Federal Funds	–	–	–	$974,400	–	$974,400
Total Funds	—	—	—	$4,872,001	—	$4,872,001



SUDBURY-FRAMINGHAM: BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST

Proponent: MassDOT
ID Number: 613319
Project Type: Bicycle and Pedestrian
Cost: $8,526,000
Funding Source: Regional Target Funds

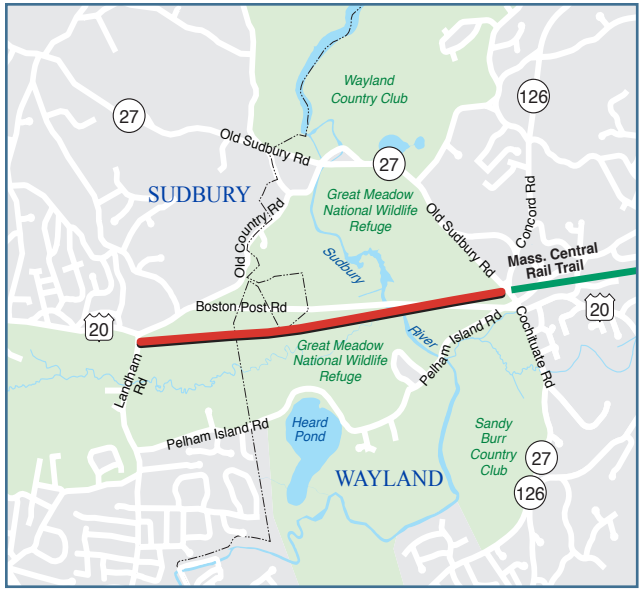
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	12 out of 16	8.5 out of 15	10.5 out of 17	7 out of 16	3.5 out of 20	9 out of 16	50.5 out of 100

Project Description

Phase 3 of the Bruce Freeman Rail Trail (BFRT) spans approximately 1.3 miles from Eaton Road W in Framingham to the Sudbury Diamond Railroad Crossing. The proposed trail will be a 10-foot, paved shared-use path along the former railroad corridor with two-foot-dense graded crushed stone shoulders. Sidewalks and pedestrian curb ramps at the at-grade intersection of the trail and Route 20 are proposed to be updated to create an ADA compliant and accessible crossing at the existing signalized intersection of Nobscot Road/Route 20. A parking lot is also being proposed along Nobscot Road, approximately 550 feet south of Route 20. Other work includes fixing or replacing culverts and stream crossings where necessary and implementing safety fencing along the trail where necessary. This project is funded across two federal fiscal years starting in FFY 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$3,410,400	$3,410,400
Non-Federal Funds	–	–	–	–	$852,600	$852,600
Total Funds	—	—	—	—	$4,263,000	$4,263,000



SUDBURY-WAYLAND: MASS CENTRAL RAIL TRAIL (MCRT)

Proponent: MassDOT
ID Number: 610660
Project Type: Bicycle and Pedestrian
Cost: $3,916,363
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will extend the Mass Central Rail Trail from its existing terminus at Andrew Road in Wayland to Landham Road in Sudbury, a distance of approximately 1.6 miles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$3,133,090	–	–	$3,133,090
Non-Federal Funds	–	–	$783,273	–	–	$783,273
Total Funds	—	—	$3,916,363	—	—	$3,916,363

SWAMPSCOTT: RAIL TRAIL CONSTRUCTION

Proponent: Swampscott
ID Number: 610666
Project Type: Bicycle and Pedestrian
Cost: $8,624,000
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	13 out of 20	5 out of 14	18 out of 18	12 out of 14	7.4 out of 20	11 out of 14	66.4 out of 100

Project Description

This project will construct a new 2.1-mile-long multi-use linear park running the length of Swampscott and connecting with the existing Marblehead Rail Trail and the larger East Coast Greenway. This project will provide safe, accessible connections to the Town's schools, recreation areas, MBTA commuter rail station, and natural resources for people walking and bicycling. The project will feature a 10-foot-wide trail with a two-foot sloping shoulder on each side. The trail will cross Paradise Road (Route 1A) with a pedestrian bridge using the existing railroad abutments from the former rail line. Trail amenities will be located at the Swampscott Middle School, including bathrooms, vehicle parking for trail users, bicycle parking, and a public bike repair station.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	$6,899,200	–	$6,899,200
Non-Federal Funds	–	–	–	$1,724,800	–	$1,724,800
Total Funds	—	—	—	$8,624,000	—	$8,624,000

TOPSFIELD: BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK

Proponent: MassDOT
ID Number: 612076
Project Type: Bridge
Cost: $3,141,758
Funding Source: Statewide Highway Funds

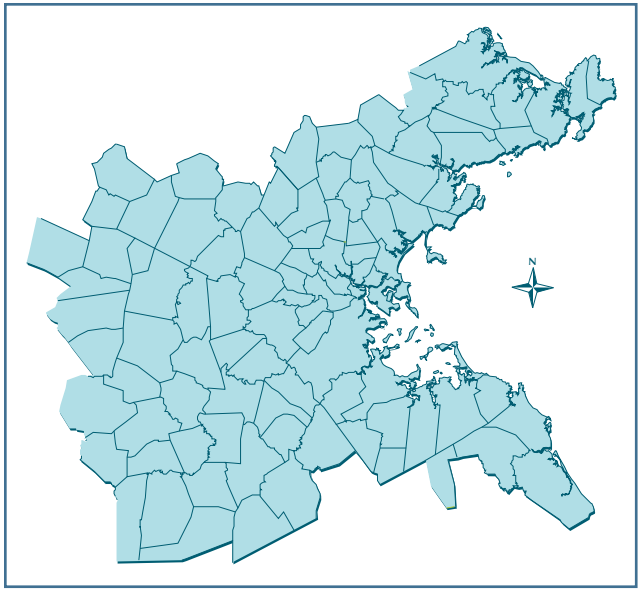
Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge T-06-013, which carries Perkins Row over Mile Brook in Topsfield.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$2,513,406	–	–	$2,513,406
Non-Federal Funds	–	–	$628,352	–	–	$628,352
Total Funds	—	—	$3,141,758	—	—	$3,141,758



TRANSIT TRANSFORMATION PROGRAM

Proponent: Regionwide
ID Number: S12113
Project Type: Community Connections
Cost: $23,000,000
Funding Source: Regional Target Funds

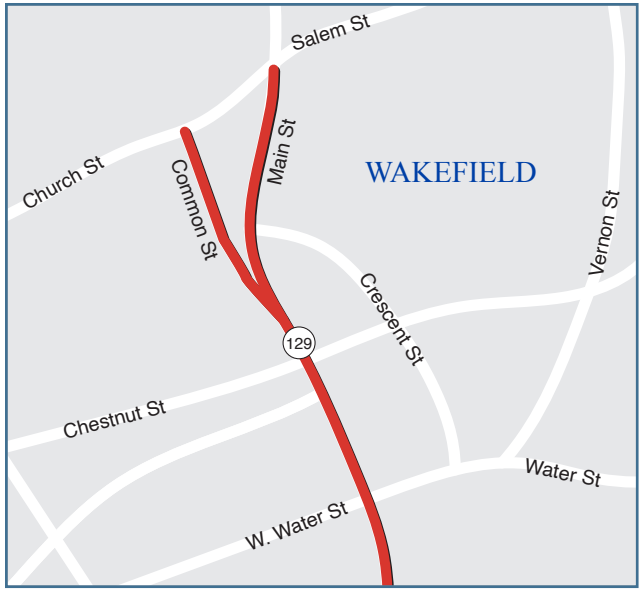
Scoring Summary

The scoring criteria for the Transit Transformation Program are listed in Appendix A. Scores for projects funded in the FFYs 2025-29 TIP through this program are available on those projects' pages within this chapter.

Project Description

The MPO's Transit Transformation Program was established in *Destination 2050*, the MPO's current Long-Range Transportation Plan. This program will allocate a portion of the MPO's Regional Target Highway funds to transit projects that advance the MPO's goals in the region, including upgrades to stations and facilities and the purchase of vehicles for transit providers. Specific projects will be funded using these reserved funds in future TIP cycles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$4,000,000	$4,400,000	$4,800,000	$5,200,000	$18,400,000
Non-Federal Funds	–	$1,000,000	$1,100,000	$1,200,000	$1,300,000	$4,600,000
Total Funds	—	$5,000,000	$5,500,000	$6,000,000	$6,500,000	$23,000,000



WAKEFIELD: COMPREHENSIVE DOWNTOWN MAIN STREET RECONSTRUCTION

Proponent: Wakefield
ID Number: 613145
Project Type: Complete Streets
Cost: $18,435,976
Funding Source: Regional Target Funds

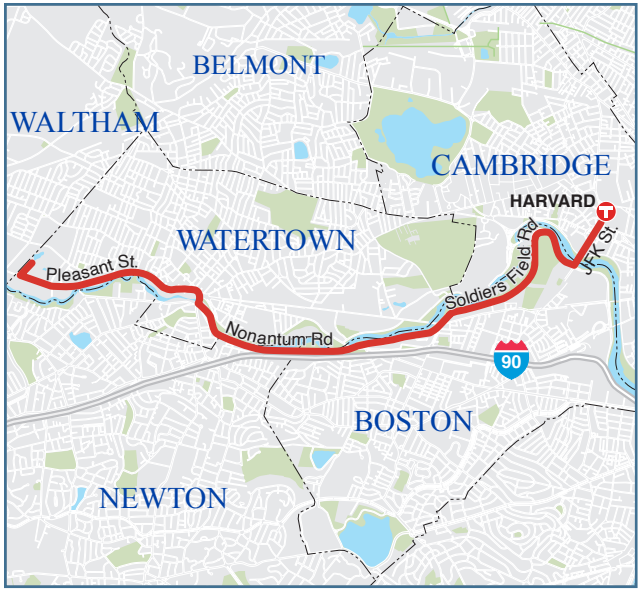
Scoring Summary

Category	Safety	MR	AC	RES	TE	CA/HC	Total
Score	13 out of 20	13 out of 29	10 out of 29	6 out of 16	8.8 out of 12	11 out of 18	61.8 out of 134

Project Description

This complete streets project redesigns Route 129 Main Street in downtown Wakefield to integrate comprehensive multimodal facilities through the addition of shared-use-paths, median refuges, curb bumpouts, and other geometric improvements. The project improves safety for all users with upgrades to lighting and turn radii, including for emergency response vehicles.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$14,748,781	–	–	–	–	$14,748,781
Non-Federal Funds	$3,687,195	–	–	–	–	$3,687,195
Total Funds	$18,435,976	—	—	—	—	$18,435,976



WATERTOWN: PLEASANT STREET SHUTTLE SERVICE EXPANSION

Proponent: Watertown
ID Number: S12697
Project Type: Community Connections
Cost: $1,002,198
Funding Source: Regional Target Funds

Scoring Summary

Category	Conn	Coord	Plan	TE	CCM	PM	Total
Score	18 out of 18	12 out of 15	9 out of 15	9 out of 18	24 out of 24	10 out of 10	78 out of 100

Project Description

This project will expand upon the existing Pleasant Street Shuttle in Watertown, which launched in September 2021 as a partnership between the Town of Watertown and the Watertown TMA. The service runs along a 1.5-mile stretch of Pleasant Street that has no transit service. The primary goal of the project is to provide peak-hour shuttle services connecting businesses and residential locations to major transit hubs in Watertown and Cambridge. This expansion will allow the existing 60-minute headways to be reduced to 30 minutes and will support the transition of the service to an all-electric vehicle fleet. This project is funded through the third round of grants available through the MPO's Community Connections Program.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$183,151	–	–	–	–	$183,151
Non-Federal Funds	$45,788	–	–	–	–	$45,788
Total Funds	$228,939	—	—	—	—	$228,939

WESTON: INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLESLEY STREET

Proponent: Weston
ID Number: 608940
Project Type: Intersection Improvements
Cost: $3,237,804
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	13 out of 20	5 out of 14	18 out of 18	12 out of 14	7.4 out of 20	11 out of 14	66.4 out of 100

Project Description

This project aims to address the safety concerns and crash incidents that contribute to the intersection's inclusion on the state's HSIP eligibility list as a high-crash location while also seeking to alleviate traffic congestion in the area. The project scope includes the installation of a new traffic signal system, reconfiguring the intersection to address documented safety issues, consolidating pavement area, and the simplification of turning movements. Proposed pedestrian improvements include replacement of sidewalks along the north side of Route 20 and the east side of Boston Post Road. New sidewalk is proposed on the south side of Route 20, the west side of Boston Post Road, and on both sides of Wellesley Street within the immediate intersection limits. The proposed traffic signal system includes protected pedestrian crossings and crosswalks are proposed on all approaches to the intersection. The project also includes the addition of bicycle lanes and improvements to a school bus stop on adjacent Windsor Way.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	$2,590,243	–	–	–	$2,590,243
Non-Federal Funds	–	$647,561	–	–	–	$647,561
Total Funds	—	$3,237,804	—	—	—	$3,237,804

WESTON: RECONSTRUCTION ON ROUTE 30

Proponent: Weston
ID Number: 608954
Project Type: Complete Streets
Cost: $19,999,712
Funding Source: Regional Target Funds

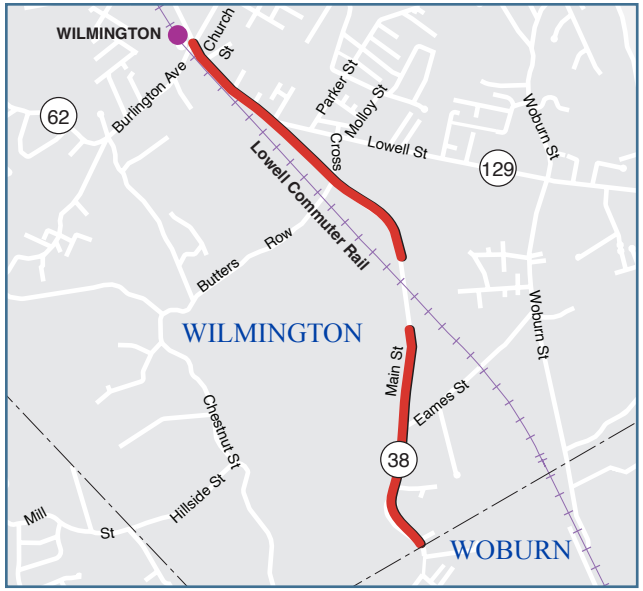
Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	11 out of 18	10 out of 10	0 out of 18	9 out of 12	6.2 out of 20	3 out of 12	49.2 out of 100

Project Description

This project will improve pavement and roadway conditions along a 3.7-mile segment of Route 30 and make geometric and safety improvements at intersections along the corridor. A key goal of the project is to create a corridor that better serves all users, especially those who are walking and bicycling. To that end, this project will construct a 10-foot off-road shared-use path along the full length of the project. The path will run along the south side of the roadway from the Natick town line to the intersection at Newton Street, crossing to the north side at Newton Street to continue to the end of the project limits. This path will connect with other proposed bicycle and pedestrian accommodations in the area, including on the Route 30 bridge over the Charles River (Project# 110980, funded by the MPO in FFY 2024) and on Route 30 in Newton (Project# 610674, funded by MassDOT in FFY 2023).

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	$15,999,770	–	–	$15,999,770
Non-Federal Funds	–	–	$3,999,942	–	–	$3,999,942
Total Funds	—	—	$19,999,712	—	—	$19,999,712



WILMINGTON: RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN CITY LINE

Proponent: MassDOT
ID Number: 608051
Project Type: Complete Streets
Cost: $37,978,347
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	15 out of 30	12 out of 29	13 out of 29	10 out of 16	1 out of 12	8 out of 18	59 out of 134

Project Description

This project includes the addition of five-foot bicycle lanes along both sides of the roadway along the Route 38 corridor. Sidewalks will also be provided along both sides of the roadway between Route 62 and Route 129. In addition, improved traffic signals and the reconstruction of turn lanes will enhance pedestrian safety and improve vehicular flow. This project was bisected at its midpoint by Project# 607327, Bridge Replacement, W-38-002, Route 38 (Main Street) over the B&M Railroad. The project is funded using $12,662,437 in statewide highway funds in FFY 2023 of the FFY 2023–27 TIP.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$30,382,678	–	–	–	–	$30,382,678
Non-Federal Funds	$7,595,669	–	–	–	–	$7,595,669
Total Funds	$37,978,347	—	—	—	—	$37,978,347

WILMINGTON: BRIDGE REPLACEMENT, W-38-029 (2KV), STATE ROUTE 129 LOWELL STREET OVER I-93

Proponent: MassDOT
ID Number: 608703
Project Type: Bridge
Cost: $15,954,700
Funding Source: Statewide Highway Funds

Scoring Summary

This is a MassDOT-prioritized project and is therefore not directly evaluated using the MPO's TIP scoring criteria.

Project Description

This project will replace bridge W-38-029 in Wilmington, which carries State Route 129 Lowell Street over Interstate 93. The bridge deck is structurally deficient, and the bridge superstructure has a low clearance of 14'-3" over I-93. A bridge replacement will enable adequate clearance over the interstate highway.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$12,763,760	–	–	–	–	$12,763,760
Non-Federal Funds	$3,190,940	–	–	–	–	$3,190,940
Total Funds	$15,954,700	—	—	—	—	$15,954,700

WOBURN AND BURLINGTON: INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) AND BEDFORD ROAD AND SOUTH BEDFORD STREET

Proponent: MassDOT
ID Number: 608067
Project Type: Intersection Improvements
Cost: $3,438,311
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	9 out of 30	11 out of 29	19 out of 29	7 out of 16	2 out of 12	4 out of 18	52 out of 134

Project Description

The intersection of U.S. Route 3 (Cambridge Street) at South Bedford Street and Bedford Road has been identified as a high-crash location in the Boston region. The existing geometry and traffic operations can often present challenges for motorists, pedestrians, and bicyclists. This project will reconstruct the intersection and all traffic signal equipment. Geometry enhancements will be made to accommodate exclusive turn lanes for all approaches to the intersection. The project will include reconstruction of the sidewalk along the east side of Cambridge Street and both sides of the Bedford Road westbound approach, and new sidewalk will be constructed on the south side of South Bedford Street. Bicycle accommodations consisting of five-foot wide bicycle lanes (with two-foot wide buffers where feasible) will be provided, as will ADA-compliant MBTA bus stops on Cambridge Street.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	$2,750,649	–	–	–	–	$2,750,649
Non-Federal Funds	$687,662	–	–	–	–	$687,662
Total Funds	$3,438,311	—	—	—	—	$3,438,311

WOBURN: ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET, AND MONTVALE AVENUE

Proponent: Woburn
ID Number: 610662
Project Type: Complete Streets
Cost: $18,670,200
Funding Source: Regional Target Funds

Scoring Summary

Category	Safety	Sys Pres	CM/M	CA/SC	TE	EV	Total
Score	22 out of 30	15 out of 29	16 out of 29	10 out of 16	4 out of 12	8 out of 18	75 out of 134

Project Description

This project will improve safety and congestion within the Woburn Common area by making safety and operational improvements on Pleasant Street, reconfiguring the Woburn Common rotary, and reconstructing and realigning roadways. The project will also reconstruct sidewalks, add bike lanes, and upgrade or add signals in the area. This project will be funded across two federal fiscal years starting in FFY 2029.

Source	(FFY) 2025	2026	2027	2028	2029	Total
Federal Funds	–	–	–	–	$7,468,160	$7,468,160
Non-Federal Funds	–	–	–	–	$1,867,040	$1,867,040
Total Funds	—	—	—	—	$9,335,200	$9,335,200

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Chapter 4

Performance Analysis

PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance-based planning and programming (PBPP) applies data and performance management principles to inform transportation decision-making. The purpose of PBPP is to ensure that transportation investment decisions are oriented toward meeting established goals. PBPP activities include the following:

- Setting goals and objectives for the transportation system
- Selecting performance measures and setting performance targets
- Gathering data and information to monitor and analyze trends
- Using performance measures and data to make investment decisions
- Monitoring, analyzing, and reporting performance outcomes

The Boston Region MPO's PBPP process is shaped by both federal transportation performance management requirements and the MPO's goals and objectives, which are established as part of the MPO's Long-Range Transportation Plan (LRTP). This chapter discusses how these two frameworks shape the MPO's PBPP process and describes the MPO's current set of performance measures and targets. It also explains how the MPO anticipates the projects funded in the Federal Fiscal Years (FFYs) 2025–29 Transportation Improvement Program (TIP) will support improvements in various performance areas and make progress toward performance targets.

Federal Performance Management Requirements

PBPP requirements originated with the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. MAP-21 directed states, MPOs, and public transportation providers to carry out a performance and outcome-based surface transportation program. (MAP-21 identified seven national goals for the nation's highway system, which are described in Appendix E.) Table 4-1 shows the relationship between these national goal areas and the MPO's goal areas. The MPO's goals and related objectives, which help shape the MPO's PBPP process, are in Chapter 1 of the 2023 LRTP, *Destination 2050*.

Table 4-1
National and Boston Region MPO Goal Areas

National Goal Area	Boston Region MPO Goal Areas
Safety	Safety
Infrastructure Condition	Mobility and Reliability
System Reliability	Access and Connectivity, Mobility and Reliability
Congestion Reduction	Clean Air and Healthy Communities, Mobility and Reliability
Environmental Sustainability	Clean Air and Healthy Communities, Resiliency
Freight Movement/Economic Vitality	Access and Connectivity, Clean Air and Healthy Communities
Reduced Project Delivery Delays	Not Applicable
Not Applicable	Transportation Equity

Sources: Boston Region MPO staff and Federal Highway Administration.

The US Department of Transportation (USDOT) has established performance measures in areas relevant to the national goals. Table 4-2 lists these measures for the transit system and Table 4-3 for the roadway system.

Table 4-2
Federally Required Transit Performance Measures

National Goal Area	Transit Performance Area or Asset Category	Performance Measures	Relevant MPO Goal Area
Safety	Fatalities	• Total number of reportable fatalities • Fatality rate per total VRM by mode	Safety
Safety	Injuries	• Total number of reportable injuries • Injury rate per total VRM by mode	Safety
Safety	Safety Events	• Total number of reportable safety events • Safety event rate per total VRM by mode	Safety
Safety	System Reliability	• Mean distance between major mechanical failures by mode	Safety
Infrastructure Condition	Equipment	• Percent of vehicles that have met or exceeded their ULB	Mobility and Reliability
Infrastructure Condition	Rolling Stock	• Percent of revenue vehicles within a particular asset class that have met or exceeded their ULB	Mobility and Reliability
Infrastructure Condition	Infrastructure	• Percent of track segments with performance restrictions	Accessibility and Connectivity, Mobility and Reliability
Infrastructure Condition	Facilities	• Percent of facilities within an asset class rated below 3.0 on the FTA Transit Economic Requirements Model scale	Mobility and Reliability

FTA = Federal Transit Administration. MPO = metropolitan planning organization. ULB = useful life benchmark. VRM = vehicle-revenue miles.
Sources: National Public Transportation Safety Plan (January 2017), the Public Transportation Agency Safety Plan Rule (49 CFR Part 673), and the Transit Asset Management Rule (49 CFR Part 625).

Table 4-3
Federally Required Roadway Performance Measures

National Goal Area	Roadway	Performance Measures	Relevant MPO Goal Area
Safety	Injuries and Fatalities	• Number of fatalities • Fatality rate per 100 million vehicle-miles traveled • Number of serious injuries • Serious injury rate per 100 million vehicle-miles traveled • Number of non-motorized fatalities and non-motorized serious injuries	Safety
Infrastructure Condition	Pavement Condition	• Percent of pavements on the Interstate System in good condition • Percent of pavements on the Interstate System in poor condition • Percent of pavements on the non-Interstate NHS in good condition • Percent of pavements on the non-Interstate NHS in poor condition	Mobility and Reliability
Infrastructure Condition	Bridge Condition	• Percent of NHS bridges by deck area classified as in good condition • Percent of NHS bridges by deck area classified as in poor condition	Mobility and Reliability
System Reliability	Performance of the National Highway System	• Percent of the person-miles traveled on the Interstate System that are reliable • Percent of the person-miles traveled on the non-Interstate NHS that are reliable	Access and Connectivity, Mobility and Reliability
System Reliability, Freight Movement and Economic Vitality	Freight Movement on the Interstate System	• Truck Travel Time Reliability Index (for truck travel on Interstate highways)	Access and Connectivity, Mobility and Reliability
Congestion Reduction	Congestion Mitigation and Air Quality	• Annual hours of peak hour excessive delay per capita (for travel on NHS roadways) • Percentage of non-single-occupant vehicle travel	Clean Air and Healthy Communities
Environmental Sustainability	Congestion Mitigation and Air Quality	• Total emissions reduction for applicable pollutants and precursors for CMAQ-funded projects in designated nonattainment and maintenance areas	Clean Air and Healthy Communities, Resiliency

CMAQ = Congestion Mitigation and Air Quality Improvement Program. MPO = metropolitan planning organization. NHS = National Highway System.
Sources: Highway Safety Improvement Program Rule (23 CFR 924), National Performance Management Measures Rule (23 CFR 490), and the Boston Region MPO staff.

Other Performance-Based Planning and Programming Activities

The MPO's PBPP framework is also used to inform decision-making in other areas that relate to its federally mandated responsibilities or to the MPO's goals and objectives. For example, the MPO has established a transportation equity goal and objectives that states that the MPO will *facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities*.

The MPO's work in this area includes assessing the equity implications of each project proposed for funding in the TIP, as well analyzing the impacts of MPO target-funded projects, as a group. Regular equity performance monitoring enables the MPO to better understand how transportation equity populations may be affected by transportation investment decisions, so that it can decide whether and how to adjust its investment approach. These activities for the FFYs 2025–29 TIP are described in Chapter 6.

PERFORMANCE-BASED PLANNING AND PROGRAMMING PHASES

Setting federally required performance measures involves three phases: (1) planning, (2) investing, and (3) monitoring and evaluating performance outcomes.

Planning Phase

In the planning phase, agencies set goals and objectives for the transportation system, identify performance measures, and set performance targets. They identify and acquire data and conduct analyses needed to support these processes. They also outline the frameworks they will use to make decisions in key planning documents.

The Commonwealth of Massachusetts creates performance-based plans, such as the Strategic Highway Safety Plan (SHSP) for improving roadway safety and the Transportation Asset Management Plan (TAMP) for improving infrastructure condition, particularly for roads and bridges on the National Highway System (NHS). Similarly, transit providers create Transit Asset Management (TAM) plans and Public Transportation Agency Safety Plans (PTASPs) that describe the data and processes these agencies will use to address transit state of good repair and safety needs. The Commonwealth is responsible for setting performance targets for the federally required roadway performance measures described in Table 4-3, while transit agencies must set targets for the measures described in Table 4-2.

The MPO's activities in the planning phase include creating a goals-and-objectives framework in its LRTP and other performance-based plans—such as Congestion Mitigation and Air Quality Improvement (CMAQ) Program Performance Plans—as necessary. The MPO also establishes targets for federally required performance measures. It may support performance targets set by the Massachusetts Department of Transportation (MassDOT) or public transit providers, or it may set separate targets for the MPO's planning area.

Table 4-4
MPO Performance Targets by Lead Target-Setting Agency

National Goal Area	MPO Performance Area	Lead Target Setting Agency
Safety	Roadway Safety	MassDOT
Safety	Transit Safety	RTAs: CATA, MBTA, MWRTA.
Infrastructure Condition	Bridge Condition	MassDOT
Infrastructure Condition	Pavement Condition	MassDOT
Infrastructure Condition	Transit Asset Management	RTAs: CATA, MBTA, MWRTA.
System Reliability, Freight Movement and Economic Vitality	Truck Travel Time Reliability	MassDOT
System Reliability, Freight Movement and Economic Vitality	Travel Time Reliability	MassDOT
Congestion Reduction	Congestion Mitigation and Air Quality	Boston Region MPO
Environmental Sustainability	Congestion Mitigation and Air Quality	Boston Region MPO

CATA = Cape Ann Transportation Authority. MPO = metropolitan planning organization. MWRTA = MetroWest Regional Transit Authority. RTA = Regional Transit Authority.
Source: Boston Region MPO staff.

Investing Phase

In the investing phase, agencies use the framework established in the planning phase to create strategies for investing transportation funds. When updating the LRTP, the MPO creates investment programs and funding guidelines to help direct project investments. In each TIP cycle, the MPO selects projects to fund in these programs. MPO members rely on several sets of information when selecting projects:

- TIP Project Evaluation Criteria: Project evaluations help the MPO understand the potential benefits and performance of projects that are candidates for funding.
- Supporting Performance Information: Other information includes how projects relate to federally required performance measures, how the MPO has distributed Regional Target funds to MPO municipalities in prior TIPs, and how projects address location-specific issues, such as those identified in the MPO's LRTP Needs Assessment.

Meanwhile, MassDOT, the Massachusetts Bay Transportation Authority (MBTA), Cape Ann Transportation Authority (CATA), and MetroWest Regional Transit Authority (MWRTA) follow their respective processes to select projects and programs for inclusion in the MassDOT Capital Investment Plan (CIP). The federally funded investments that are included in the CIP are also documented in the MPO's TIP.

Monitoring and Evaluating Phase

After making plans and investments, state DOTs, MPOs, and RTAs report on performance outcomes. This reporting includes tracking trends, collecting data to understand the results of investment decisions, and comparing targets to actual performance. A before-and-after study comparing TIP project expectations to actual outcomes was released during SFY 2024, and going forward, the MPO plans to conduct more such studies.

In addition, the MPO describes performance on various transportation metrics through its Congestion Management Process (CMP) and tools such as the MPO's Performance Dashboard. MassDOT reports on performance targets and progress to the Federal Highway Administration (FHWA) and posts the information on the MassDOT Performance Management Tracker website. Public transit providers report their targets and performance progress to the Federal Transit Administration (FTA).

Coordination

Federal transportation agencies require states, public transit operators, and MPOs to share information to ensure processes are consistent. In Massachusetts, these coordination responsibilities are outlined in the 2019 Performance-Based Planning and Programming Agreement between MassDOT, Massachusetts MPOs and transportation planning organizations, the MBTA, and regional transit authorities (RTAs) operating in Massachusetts.

Staff from Massachusetts MPOs, MassDOT staff, and other stakeholders coordinate on PBPP implementation through the Transportation Program Managers Group (TMG), including through its subcommittee on performance measures. For performance measures that state and MPOs track at the urbanized area (UZA) level, coordination responsibilities are documented in the 2018 Boston MA-NH-RI UZA Memorandum of Understanding (MOU).[1] The Boston Region MPO is also a signatory to the Providence RI-MA UZA and the Worcester MA-CT UZA memoranda of understanding—these agreements define intergovernmental coordination responsibilities and activities that may support PBPP.

FFYs 2025–29 PERFORMANCE ANALYSIS

This section discusses investments in the FFYs 2025–29 TIP and how they relate to elements of the MPO's PBPP framework.[2]

Safety Performance

Relevant Goals, Policies, and Plans

Through its Safety goal area, MPO has committed to investing in projects and programs that aim to reduce the number and severity of crashes for all modes, and the number of serious injuries and fatalities occurring on the transportation system. Similarly, the Massachusetts SHSP and National Roadway Safety Strategy include a long-term "Vision Zero" goal to move "towards zero deaths" by eliminating fatalities and serious injuries, and they provide a comprehensive framework for improving safety on all public roads in the Commonwealth.[3] The Commonwealth's Bicycle Transportation and Pedestrian Transportation Plans also include initiatives and actions intended to make walking and biking safer.[4] And to complement the Commonwealth's efforts, the MPO is drafting a grant-funded Vision Zero Action Plan to help boost roadway safety performance in the region.

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[1] *Urbanized areas are defined by the US Census Bureau to represent the urban cores of metropolitan areas. The Boston MA-NH-RI UZA includes the 97 municipalities in the Boston Region MPO and includes portions of neighboring MPOs in eastern Massachusetts and New Hampshire.*

[2] *MPO memoranda describing the Commonwealth's safety targets from prior years are available at www.bostonmpo.org/performance-archive.*

[3] *Massachusetts Department of Transportation, Massachusetts Strategic Highway Safety Plan (2023), pg. I, accessed March 25, 2024. https://www.mass.gov/doc/massachusetts-shsp-2023/download.*

[4] *The Commonwealth of Massachusetts' Bicycle and Pedestrian Update – 2021 is available at https://storymaps.arcgis.com/stories/446e35bc40614e5aaced4a62ff7343b2.*

The MBTA, MWRTA, and CATA produce PTASPs that describe how they will implement safety management systems (SMS).[5] Transit providers support SMS through safety management policies, safety risk management strategies, safety assurance methods (which include performance monitoring), and safety promotion. PTASPs also describe the performance targets these agencies set for measures outlined in the National Public Transportation Safety Plan.

Roadway Safety Performance Measures and Targets

For each calendar year (CY), the Commonwealth and the MPO must set targets for five federally required roadway safety performance measures:

- Number of fatalities
- Fatality rate per 100 million vehicle-miles traveled (VMT)
- Number of serious injuries
- Serious injury rate per 100 million VMT
- Number of nonmotorized fatalities and nonmotorized serious injuries

Values are expressed as five-year rolling annual averages and are tracked using information from the Massachusetts Crash Data System and the National Highway Traffic Safety Administration's (NHTSA's) Fatality Analysis and Reporting System (FARS).

The most current set of roadway safety performance targets reflect a CY 2018–22 rolling annual average, as required by FHWA. The Commonwealth considered the following factors when setting these targets:

- Historic trends for these measures and their component metrics (such as annual VMT)
- Draft 2021 and 2022 values for these measures and 2023 year-to-date estimates of these measures at the time of target setting
- Implementation of safety-related policies and strategies, including those pertaining to engineering, enforcement, education, awareness, data collection, and emergency response.
- The Commonwealth's long-term goals of eliminating fatalities and serious injuries on Massachusetts' roadways

[5] *MBTA, CATA, and MWRTA 2023 PTASPs are available on the February 15, 2024, page of the MPO meeting calendar. See https://www.ctps.org/calendar/day/20240215; SMS is a data-driven approach to managing safety risks. See MBTA, MBTA Transit Safety Plan (Septmber 2023), pg. 19.*

Table 4-5 shows the CY 2024 roadway safety performance targets and the Commonwealth's long-term targets. New in CY 2024 is the distinction between two-year and four-year targets. The 2020–24 targets are called two-year targets in reference to the two calendar years for which data was not fully available or has not occurred, 2023 and 2024.[6] The 2022–26 targets are called four-year targets in reference to the four calendar years for which data was not fully available or has not occurred, 2023, 2024, 2025, and 2026.

Table 4-5
Massachusetts Safety Performance Targets

Performance Measure	Two-Year Target (2020–24 Average)*	Four-Year Target (2022–26 Average)	MA Long-Term Target
Number of Fatalities	377.00	362.00	0.00
Fatality Rate (per 100M VMT)	0.61	0.54	0.00
Number of Serious Injuries	2,708.00	2,603.00	0.00
Serious Injury Rate (per 100M VMT)	4.36	3.91	0.00
Number of Nonmotorized Fatalities and Serious Injuries	445.00	435.00	0.00

* These targets are expressed as five-year rolling annual averages.

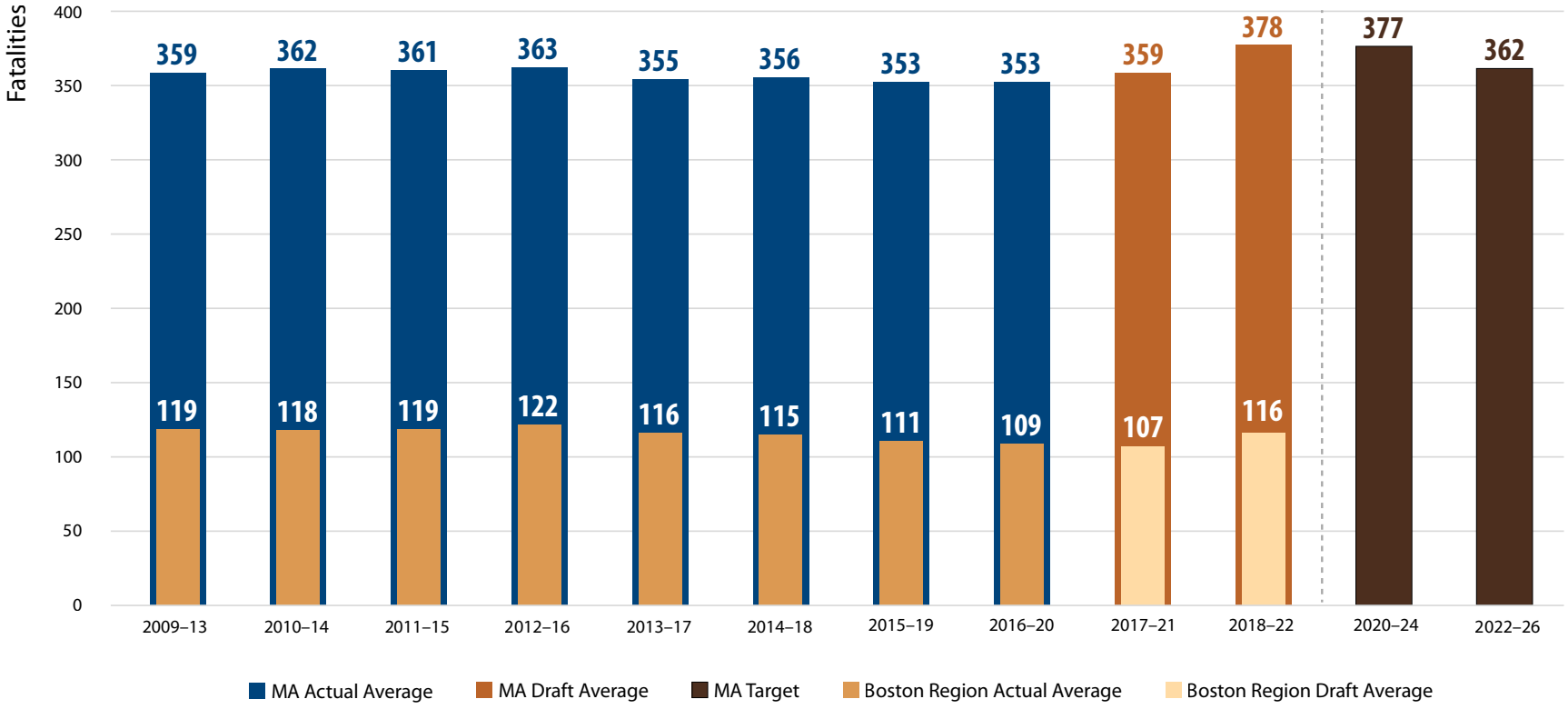
CY = calendar year. M = million. MA = Massachusetts. VMT = vehicle-miles traveled.
Sources: Federal Highway Administration, Commonwealth of Massachusetts, Boston Region MPO staff.

Figures 4-1 through 4-5 display actual and draft data, projections, and CY 2024 and 2026 targets for Massachusetts for each roadway safety performance measure. The figures are based on data that were available in spring and summer 2023, when the Commonwealth was setting CY 2024 targets. In February 2024, the MPO endorsed the Commonwealth's CY 2024 roadway safety performance targets as the targets for the region. This approach reflects the way the MPO collaborates with the Commonwealth on safety strategies to reduce fatalities and injuries in the Boston region.

[6] *Since performance data for 2023 had not yet been certified and calendar year 2024 had not finished at the time targets were presented, MassDOT and the Boston Region MPO refer to their targets for 2020–24 metrics as two-year targets. Similarly, since performance data for 2023 had not yet been certified, and calendar years 2024, 2025, 2026 had not finished at the time targets were presented, MassDOT and the Boston Region MPO refer to their targets for 2022–26 metrics as four-year targets.*

Figure 4-1 shows five-year rolling averages for fatalities for Massachusetts and the Boston region, both of which increased in 2022. Due to sharp increases in fatalities in 2021 and 2022, the rolling five-year average is its highest level since 2008–12. However, given the implementation of the Commonwealth's speed management campaigns and other safety measures, as well as a predicted decrease in 2023, the number of expected fatalities for 2020–24 2024 is lower than the number of fatalities for 2018 to 2022. The Commonwealth set a target that anticipates an average of 377 fatalities for 2020–24 and 362 fatalities for 2022–26, which the MPO also accepted. The Commonwealth continues to have a long-term goal of zero fatalities and injuries on Massachusetts' roadways.

Figure 4-1
Number of Fatalities



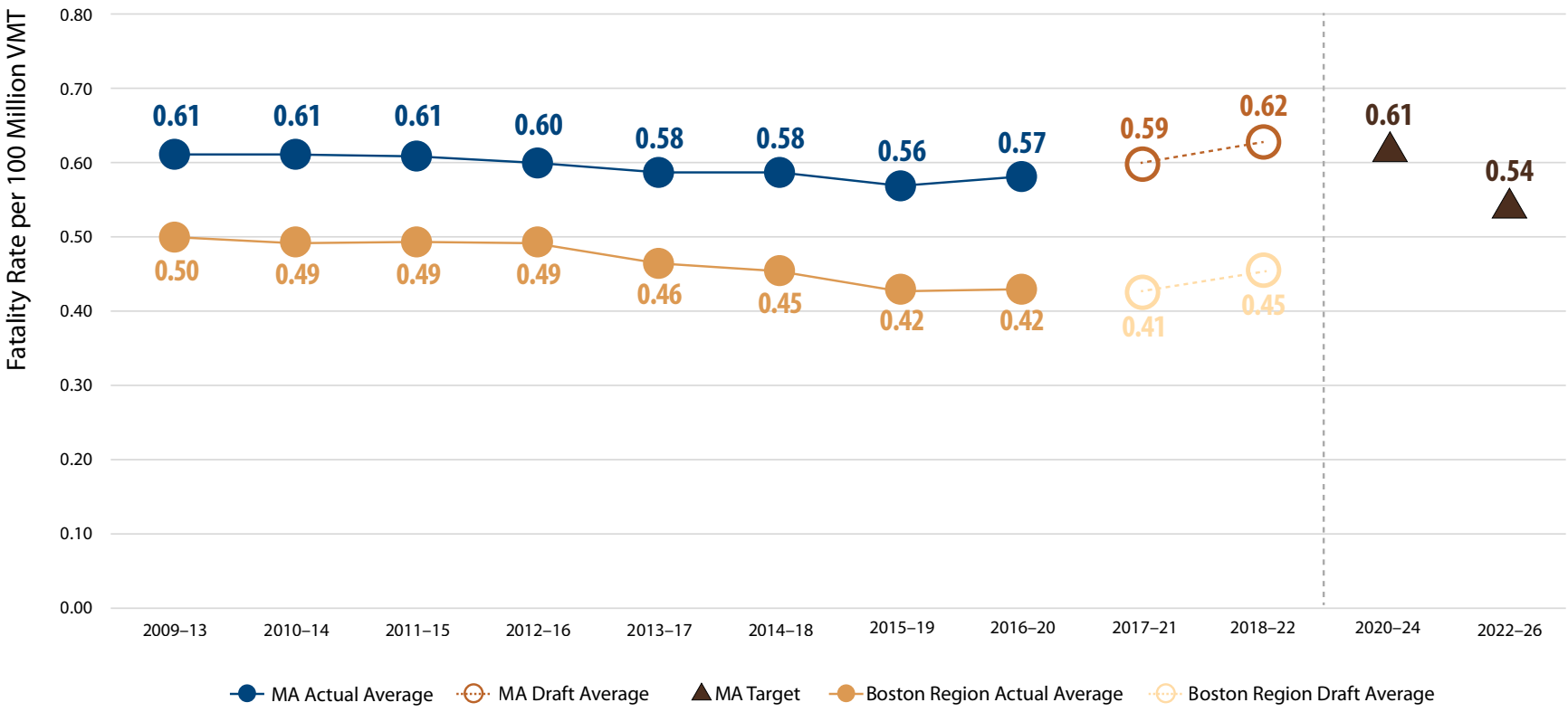
Notes: Values reflect five-year rolling annual averages and have been rounded to the nearest integer. The 2017–21 and 2018–22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts.

Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, and Boston Region MPO staff.

Figure 4-2 shows past trends, projections, and the Commonwealth's CY 2024 and 2026 targets for the fatality rate per 100 million VMT. The Commonwealth estimates that VMT will increase in 2023 and 2024, reaching pre-pandemic levels, and that fatalities will continue to decrease, as they did in early 2023.Based on these trends, the Commonwealth set targets for 2020–24 of 0.61 fatalities per 100 million VMT, and 0.54 fatalities per 100 million VMT for 2022–26, which the MPO also accepted.

Figure 4-2
Fatality Rate per 100 Million VMT



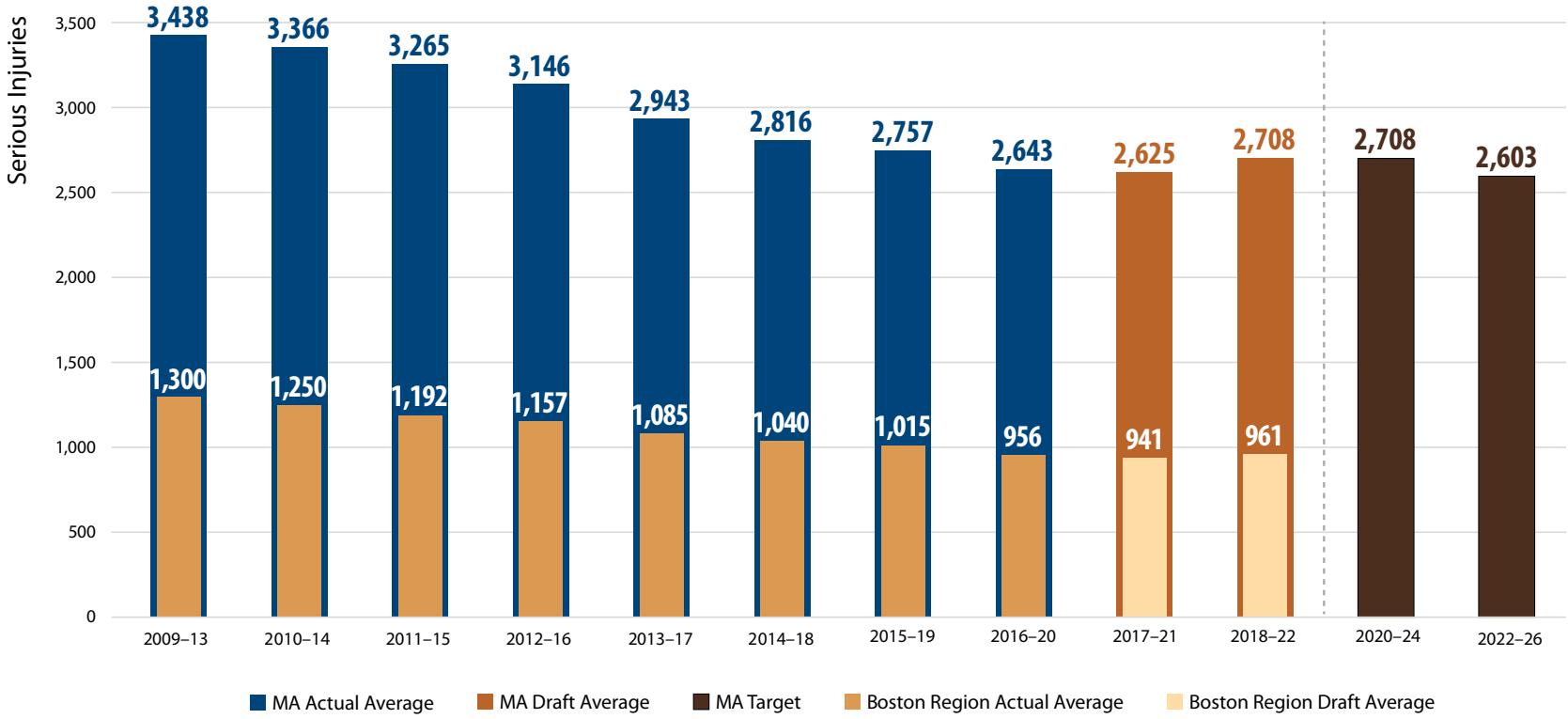
Notes: Values reflect five-year rolling annual averages and have been rounded to the hundredths decimal place. The 2017–21 and 2018–22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts. VMT = vehicle-miles traveled.

Sources: National Highway Traffic Safety Administration Fatality Analysis and Reporting System, Massachusetts Department of Transportation, and Boston Region MPO staff.

Figure 4-3 shows past trends, projections, and the Commonwealth's CY 2024 and 2026 targets for the number of serious injuries. Five-year rolling averages for the serious injury-oriented measures had been decreasing over time in both Massachusetts and the Boston region until 2021. After increases in 2021 and 2022, the Commonwealth expects an approximate ten percent decrease in serious injuries between 2022 and 2024, making serious injuries for 2020–24 roughly equal to the last period of 2018–22. Based on these calculations, the Commonwealth set a target that anticipates an average of 2,708 serious injuries for 2020–24 and 2,603 serious injuries for 2022–26, which the MPO also accepted.

Figure 4-3
Number of Serious Injuries



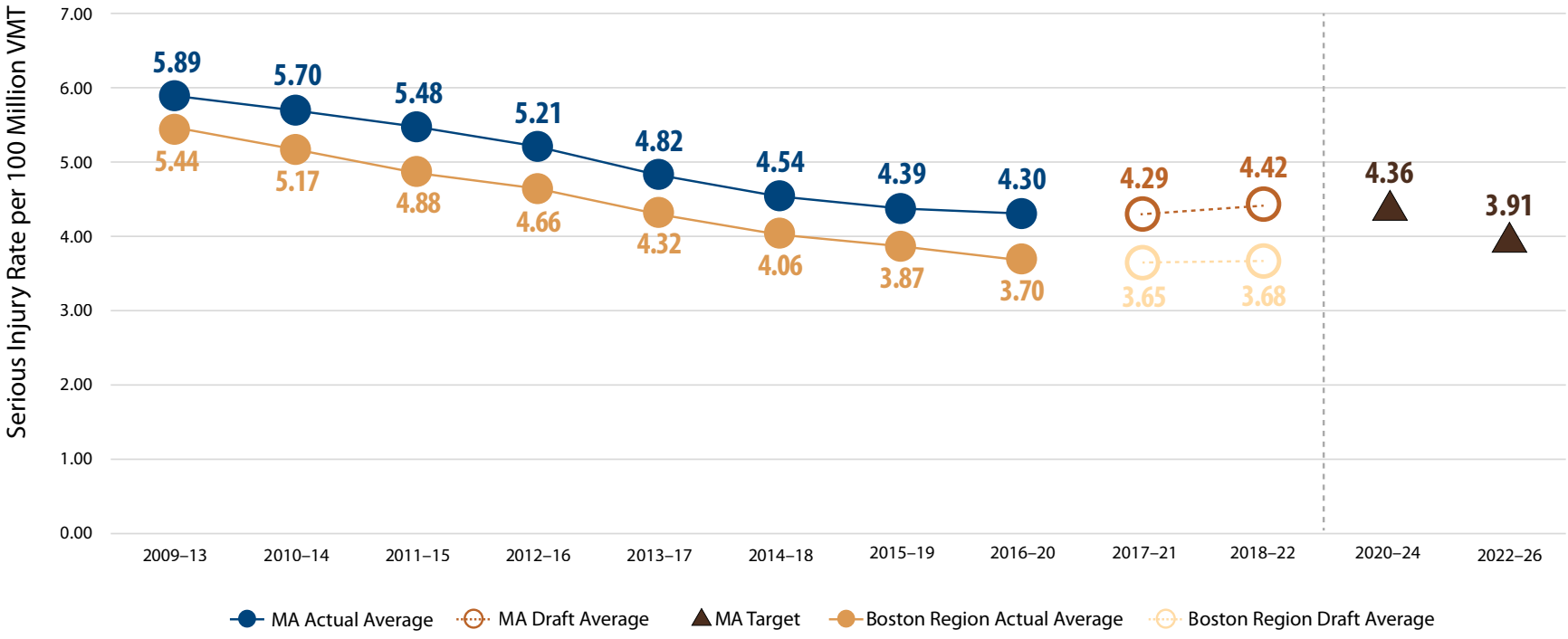
Notes: Values reflect five-year rolling annual averages and have been rounded to the nearest integer. The 2017–21 and 2018–22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts.

Sources: Massachusetts Department of Transportation and Boston Region MPO Staff.

Figure 4-4 shows past trends and projections pertaining to the serious injury rate per 100 million VMT, as well as the Commonwealth's targets for 2020–24 and 2022–26. The Commonwealth set a five-year rolling average target of 4.36 serious injuries per 100 million VMT for 2020–24 and 3.91 serious injuries per 100 million VMT for 202–26, which the MPO also accepted.

Figure 4-4
Serious Injury Rate per 100 Million VMT



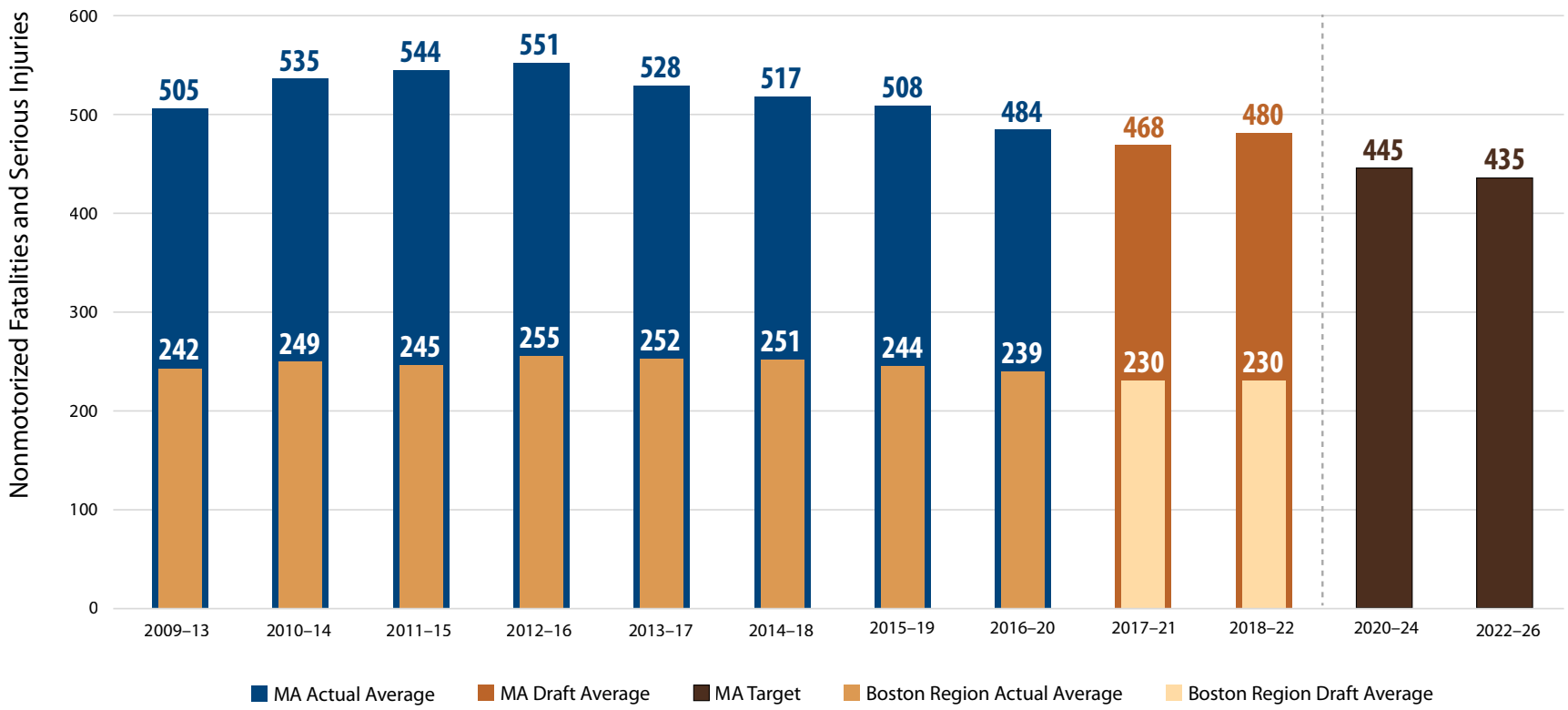
Notes: Values reflect five-year rolling annual averages and have been rounded to the nearest integer. The 2017–21 and 2018–22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts. VMT = vehicle-miles traveled.

Sources: Massachusetts Department of Transportation and Boston Region MPO staff.

Figure 4-5 shows past trends, projections, and the CY 2024 and 2026 targets for the number of nonmotorized fatalities and serious injuries for both Massachusetts and the Boston region. These figures include fatalities and serious injuries of people who walk, bicycle, skate, or use wheelchairs or other mobility devices. After significant increases in nonmotorized fatalities and serious injuries in 2021 and 2022, the Commonwealth is expecting sharp decreases in 2023 and 2024 due to an emphasis on vulnerable road users. Using these calculations, the Commonwealth set a target average for 2020–24 of 445 nonmotorized fatalities and serious injuries and 435 for 2022–26, which the MPO accepted.

Figure 4-5
Number of Nonmotorized Fatalities and Serious Injuries



Notes: Values reflect five-year rolling annual averages and have been rounded to the nearest integer. The 2017–21 and 2018–22 averages were calculated in summer 2023 using draft data for 2021 and 2022.

MA = Massachusetts. VMT = vehicle-miles traveled.
Sources: Massachusetts Department of Transportation and Boston Region MPO staff.

TIP Investments Supporting Roadway Safety Performance

By endorsing the Commonwealth's roadway safety targets for the Boston region, the MPO agreed to program projects that help achieve those targets. When selecting projects to fund, the MPO identifies projects likely to improve safety outcomes through its TIP project selection criteria. Criteria account for crash activity within the project area and the types of safety countermeasures included in the proposed project.

All projects funded by the MPO include safety countermeasures or features that are expected to improve safety for motorists, bicyclists, and pedestrians. Projects in the Intersection Improvement, Complete Streets, and Major Infrastructure programs are expected to improve safety on roadways for multiple travel modes, while its Bicycle Network and Pedestrian Connections projects will improve safety for those traveling by nonmotorized means.

Table 4-6 lists performance metrics that assess how FFYs 2025–29 corridor, intersection, and bicycle and pedestrian projects may improve safety.[7] The information shown indicates the number of projects that have safety countermeasures and improvements focused on high-crash locations. Table A-2 in Appendix A summarizes the impacts each Regional Target project is expected to have on performance areas discussed throughout this chapter, including safety performance.

[7] *The content of these tables is based on the project design information that was available to MPO staff when the FFYs 2025–29 TIP document was developed. Project extents and features may change as projects advance through the design development and review process.*

Table 4-6
FFYs 2025–29 Projects: Roadway Safety Performance Metrics

Metric	Value
Regional Target projects that address all-mode HSIP clusters	14 projects
Regional Target projects that address HSIP Pedestrian clusters	9 projects
Regional Target projects that address HSIP bicycle clusters	6 projects
Project areas where fatal crashes have occurred	1 area
Project areas where injury crashes have occurred	15 areas

Note: The group of projects reflected in this table does not include Community Connections investments or Transit Modernization investments. All types of HSIP clusters and project areas are based on data available at the time of project scoring.

HSIP = Highway Safety Improvement Program.

Sources: Massachusetts Crash Data System, Massachusetts Department of Transportation, and the Boston Region MPO.

The projects in the FFYs 2025–29 TIP funded by MassDOT will also improve safety and are expected to reduce fatalities and serious injuries on the region's roadways. MassDOT's Intersection Improvements, Roadway Improvements, Roadway Reconstruction, Safe Routes to School, and Safety Improvements programs most directly address safety considerations. Additionally, the Commonwealth conducted a Vulnerable Road Users assessment in 2023 to focus on reducing nonmotorized fatalities and serious injuries.

At the MPO level, the Reliability and Modernization programs focus on maintaining and upgrading infrastructure, which help make roadway travel safer. The various bridge and pavement improvement programs may also improve safety by supporting asset maintenance and state of good repair. The Bicycle and Pedestrian projects may reduce nonmotorized fatalities and injuries by improving separated facilities for bicyclists and pedestrians.

Transit System Safety Performance Measures and Targets

The National Public Transportation Safety Plan details performance measures for which transit agencies subject to the PTASP rule must set targets. Transit agencies revisit their performance targets when updating their PTASPs each year. Required performance measures include the following:[8]

- The total number of reportable fatalities and the fatality rate per vehicle revenue-miles (VRM), by mode
- The total number of reportable injuries and the injury rate per VRM, by mode
- The total number of reportable safety events and the safety event rate per VRM, by mode
- System reliability, which is measured by the distance between major mechanical failures, by mode

MPOs have their own responsibilities pertaining to transit safety measures. MPOs must set regional targets for these transit safety performance measures in coordination with transit agencies and states. MPOs document these targets in the LRTPs and TIPs and consider proposed transit investments in the context of how they may improve transit safety. The Boston Region MPO updated its set of transit safety performance targets on February 15, 2024. This update includes the MBTA's, MWRTA's, and CATA's safety targets. Each agency's targets are presented separately to reflect the local context, including the characteristics of the local operating environments and planned investments, policies, and safety-management activities.

MBTA Safety Targets

The MBTA sets targets for four modes: heavy rail (Red, Orange, and Blue Lines), light rail (Green Line and the Mattapan High Speed Line), bus, and The RIDE paratransit system. The MBTA's commuter rail network and ferry service are not subject to these FTA requirements and are addressed outside of the PTASP process.

Table 4-7 shows averages for the transit safety measures for MBTA heavy rail, light rail, bus, and The RIDE from CYs 2020 to 2022.

[8] *For more information about the definitions of these performance measures—including deaths, injuries, or events that may be excluded from totals—see Boston Region MPO staff, "Transit Safety Performance Requirements and Targets" (March 7, 2024). https://www.ctps.org/data/calendar/pdfs/2024/0307_MPO_Transit_Asset_Targets_Memo.pdf.*

Table 4-7
Past Safety Performance Data for MBTA Transit Services (CYs 2020–22 Averages)

MBTA Mode	Average Fatalities	Average Fatality Rate[1]	Average Injuries	Average Injury Rate[1]	Average Safety Events	Average Safety Event Rate[1]	Average System Reliability Value[2]
Heavy Rail	0.33	0.02	173	8.30	23	1.13	46,335
Light Rail	0.00	0.00	180	14.33	27	4.83	7,680
Bus	0.67	0.03	257	11.53	89	4.01	27,358
The RIDE	0.00	0.00	24	2.58	30	3.35	N/A

Notes: This table reflects data available at the time the MBTA developed its targets.
[1] Fatality, injury, and safety event rates are expressed per one million VRM. Rate values have been rounded to the nearest hundredth.
[2] The system reliability measure is expressed as mean VRM traveled per major mechanical failure.
CY = calendar year. MBTA = Massachusetts Bay Transportation Authority. N/A = not available. VRM = vehicle revenue-miles.
Source: MBTA and the Boston Region MPO staff.

The MBTA's safety performance targets for CY 2024 are shown in Table 4-8. When setting targets, the MBTA varied its approach by measure:

- Fatalities and Fatality Rates: The MBTA notes that fatality rates vary across modes due to the distinct operating environments and the inherent safety risk exposure associated with each mode. The MBTA is committed to reducing the number of fatalities across its system to zero and continues to invest in proactive solutions to achieve this goal.[9]
- Injuries and Injury Rates: The MBTA set its targets for these two injury measures using a two percent decrease in the average rate of injuries per revenue miles traveled.
- Safety Events and Safety Event Rates: The MBTA established targets for these two measures using a two percent decrease in the average number of safety events per revenue miles traveled.
- System Reliability: Transit system reliability is measured by the mean VRM traveled between major mechanical failures. The MBTA will strive to maintain the highest level of system reliability in CY 2024.[10]

[9] *MBTA, 2023 Transit Safety Plan, pg. 26.*

[10] *MBTA, 2023 Transit Safety Plan, pg. 29.*

Table 4-8
MBTA CY 2024 Safety Performance Targets

MBTA Mode	Fatalities Target	Fatality Rate Target[1]	Injuries Target	Injury Rate Target[1]	Safety Events Target	Safety Event Rate Target[1]	System Reliability Target[2]
Heavy Rail	0.00	0.00	170.00	8.13	23.00	1.11	49,000.00
Light Rail	0.00	0.00	79.00	14.04	27.00	4.74	7,900.00
Bus	0.00	0.00	252.00	11.30	88.00	3.93	28,500.00
The RIDE[3]	0.00	0.00	23.00	2.53	29.00	3.28	25,900.00

[1] Fatality, injury, and safety event rates are expressed per one million VRM. Rate values have been rounded to the nearest tenth.
[2] The system reliability measure is expressed as mean VRM traveled per major mechanical failure.
[3] The injuries target for The RIDE remains the same as past averages due to rounding.
CY = calendar year. MBTA = Massachusetts Bay Transportation Authority. VRM = vehicle revenue-miles.
Source: MBTA and the Boston Region MPO staff.

CATA Safety Targets

CATA monitors safety performance and sets targets for its fixed-route bus service and its demand response service. Table 4-9 provides SFY 2019–23 averages for the fatality, injury, safety event, and system reliability measures for CATA's fixed-route bus and demand response systems.

Table 4-9
Past Safety Performance Data for CATA Transit Services (CY 2019–23 Averages)

CATA Mode	Average Fatalities	Average Fatality Rate[1]	Average Injuries	Average Injury Rate[1]	Average Safety Events	Average Safety Event Rate[1]	Average System Reliability Value[2]
Fixed-Route Bus	0.0	0.0	0.2	0.1	2.4	0.2	119,622
Demand Response	0.0	0.0	0.2	0.2	1.2	0.8	154,352

Note: Values have been rounded to the nearest tenth.
[1] Fatality, injury, and safety event rates are expressed per one hundred thousand VRM.
[2] The system reliability measure is expressed as mean VRM traveled per major mechanical failure.
CATA = Cape Ann Transportation Authority. CY = calendar year. VRM = vehicle revenue-miles.
Sources: CATA, the National Transit Database, and the Boston Region MPO staff.

Table 4-10 provides a summary of CATA's SFY 2024 performance targets, which cover the period from July 2023 to June 2024. Targets are expressed per one hundred thousand VRM. In general, CATA used past data and averages as the basis for determining its transit safety performance targets for SFY 2024. When CATA set targets, it reviewed data for years when injuries or safety events did take place.

Table 4-10
CATA SFY 2024 Safety Performance Targets

CATA Mode	Fatalities Target	Fatality Rate Target[1]	Injuries Target	Injury Rate Target[1]	Safety Events Target	Safety Event Rate Target[1]	System Reliability Target[2]
Fixed-Route Bus	0.0	0.0	1.0	0.5	2.5	1.5	115,000
Demand Response	0.0	0.0	1.0	0.5	1.5	1.0	135,000

Note: Values have been rounded to the nearest tenth.
[1] Fatality, injury, and safety event rates are expressed per one hundred thousand VRM.
[2] The system reliability measure is expressed as mean VRM traveled per major mechanical failure.
CATA = Cape Ann Transportation Authority. SFY = state fiscal year. VRM = vehicle revenue-miles.
Source: CATA and the Boston Region MPO staff.

MWRTA Safety Targets

MWRTA monitors performance and sets targets for fixed-route bus service and demand response services. Table 4-11 provides SFY 2019–23 averages for the fatality, injury, safety event, and SFY 2019–22 averages for system reliability measures, for CATA's fixed-route bus and demand response systems.

Table 4-11
Past Safety Performance Data for MWRTA Transit Services (CYs 2019–23 Averages)

MWRTA Mode	Average Fatalities	Average Fatality Rate[1]	Average Injuries	Average Injury Rate[1]	Average Safety Events	Average Safety Event Rate[1]	Average System Reliability Value[2,3]
Fixed-Route Bus	0.0	0.0	0.8	0.1	1.2	0.1	149,558
Demand Response	0.0	0.0	1.0	0.1	1.6	0.2	79,358

Note: Values have been rounded to the nearest tenth.

[1] Fatality, injury, and safety event rates are expressed per one hundred thousand VRM.
[2] The system reliability measure is expressed as mean VRM traveled per major mechanical failure.

[3] Data for Average System Reliability Value is for 2019–22.

MWRTA = MetroWest Regional Transit Authority. VRM = vehicle revenue-miles.

Sources: MWRTA, the National Transit Database, and the Boston Region MPO staff.

Table 4-12 provides a summary of MWRTA's SFY 2024 performance targets, which include fatality, injury, and safety event rates expressed per one hundred thousand VRM. MWRTA set its transit safety performance targets by reviewing historic safety data for its fleet and by planning to operate as safely as possible and by proactively addressing hazards as they are identified.

Table 4-12
MWRTA SFY 2024 Safety Performance Targets

MWRTA Mode	Fatalities Target	Fatality Rate Target[1]	Injuries Target	Injury Rate Target[1]	Safety Events Target	Safety Event Rate Target[1]	System Reliability Target[2]
Fixed-Route Bus	0.0	0.0	10.0	0.8	10.0	0.8	75,000.00
Demand Response	0.0	0.0	8.0	1.0	8.0	1.0	75,000.00

Note: Values have been rounded to the nearest tenth

[1] Fatality, injury, and safety event rates are expressed per one hundred thousand VRM.
[2] The system reliability measure is expressed as mean VRM traveled per major mechanical failure.

MWRTA = MetroWest Regional Transit Authority. VRM = vehicle revenue-miles.

Source: MWRTA and the Boston Region MPO.

TIP Investments Supporting Transit Safety Performance

MassDOT and the transit agencies in the Boston region account for safety when selecting transit projects for capital investment programs, including the TIP. Safety is part of MassDOT's Reliability priority area and investment programs are sized to support MBTA and RTA asset condition. Safety issues are also considered at the level of individual investments. For example, members of the MBTA Safety team review all candidate projects to determine whether they may address documented existing or potential safety hazards.

Table 4-13
TIP Projects Supporting Transit Safety Performance

TIP Project	Regional Transit Agency	Type
Jackson Square Accessibility Improvements	MBTA	Accessibility upgrades
Reading Station and Wilbur Interlocking	MBTA	Rail Transformation—Interlocking turn track upgrades
Columbus Avenue Bus Lanes Phase 2	MBTA	Bus lanes
Procurement of New 29-Foot Buses	MWRTA	Safety enhancements through asset improvements

MPO-funded corridor and intersection projects can also help improve safety outcomes for bus and paratransit services by making the region's roadways safer. Also, the MPO will spend $20 million on its Transit Modernization investment program in FFY 2025. While the MPO continues to work with MassDOT and the region's transit agencies to define the scope of this program, in October 2020 the MPO established baseline transit safety evaluation criteria for this program, which mirror the evaluation criteria used by the MBTA.

The MBTA's planned capital investments are intended to improve safety outcomes, asset condition, and system reliability. The MBTA is currently undergoing an aggressive plan to improve track segments on heavy and light rail systems.

CATA and MWRTA also plan to make investments that will support safety. CATA will continue to use its federal and state dollars to fund preventative maintenance activities, improve its administration and maintenance facility, and purchase new revenue vehicles to replace those that have reached the end of their useful life. Similarly, MWRTA will continue to purchase replacement vehicles and invest in facility modernization and expansion to its Blandin terminal facility and the intermodal center at the commuter rail station in Framingham. MWRTA's planned facilities investments during the FFYs 2025–29 include additional maintenance bays to allow for in-house maintenance of heavy duty transit and zero emission vehicles, as well as fleet body work along with investments in innovative alternative energy infrastructure. In addition, MWRTA is expanding its vehicle fleet to include larger 29-foot, low-floor buses. Transit agency investments are also discussed in the Mobility and Reliability section of this chapter and additional details about these investments are available in Chapter 3.

Future Activities to Improve and Monitor Safety Performance

In 2023, the MPO was awarded a federal Safe Streets and Roads for All discretionary grant for $2.1 million. The MPO is using this grant money to create an action plan, and the MPO will continue to work with its planning partners and other stakeholders to better understand roadway and transit risk, measure safety outcomes, and invest in projects that will reduce fatalities and injuries.

Mobility and Reliability Performance

Relevant Goals, Policies, and Plans

Aligned with the national goal of System Reliability, the MPO goal of Mobility and Reliability aims to maintain and modernize the transportation system in addition to planning for its resiliency. There is a need to address existing maintenance and state-of-good-repair needs for roads, sidewalks, and transit assets, update infrastructure to meet traveler needs, and prepare for existing or future extreme conditions such as sea level rise and flooding.

Projects funded in the FFYs 2025–29 TIP support asset condition improvements, which complement MassDOT's and transit agencies' more extensive state-of-good-repair and modernization projects. MassDOT uses information from its asset management systems to guide decisions about asset maintenance and modernization to boost mobility and reliability, and considers roadway investment priorities from its TAMP.[11] Similarly, transit agencies that receive FTA funding must produce TAM plans that describe transit system assets and their condition, along with the tools and investment strategies these agencies will use to improve these assets. Additionally, MassDOT's Freight Plan[12] guides its vision for moving goods around the Commonwealth.

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[11] *The TAMP is a federally required risk-based asset management plan that includes asset inventories, condition assessments, and investment strategies to improve the condition and performance of the NHS, particularly its bridges and pavements. Massachusetts Department of Transportation, Transportation Asset Management Plan (Fall 2023), accessed March 19, 2024. See: https://www.mass.gov/doc/2023-transportation-asset-management-plan/download*

[12] *Massachusetts Department of Transportation. 2023 Massachusetts Freight Plan. https://www.mass.gov/doc/2023-massachusetts-freight-plan/download. Accessed March 25, 2024.*

Roadway Asset Condition Performance Measures and Targets

Bridge Condition Measures and Targets

To meet federal performance monitoring requirements, states and MPOs must track and set performance targets for the condition of bridges on the National Highway System (NHS). Bridge condition performance measures include the following:

- Percent of NHS bridges by deck area classified as in good condition
- Percent of NHS bridges by deck area classified as in poor condition

NHS bridge condition is classified based on the condition ratings of three bridge components: the deck, the superstructure, substructure, and culvert. The lowest rating of the three components determines the overall bridge condition. The measures express the share of NHS bridges in a certain condition by deck area, divided by the total deck area of NHS bridges in the MPO region or state.

Table 4-14 shows performance baseline for NHS bridge condition in Massachusetts and the Boston region. MassDOT determined that Massachusetts has 2,246 NHS bridges and analyzed those bridges to understand their current condition with respect to the federal bridge-condition performance measures. In 2022, MassDOT analyzed the 844 NHS bridges in the region. According to these baseline values, the Boston region had a smaller share of NHS bridge deck area considered to be in good condition and a slightly larger share of NHS bridge deck area considered to be in poor condition, compared to Massachusetts overall.

Table 4-14
NHS Bridge Condition Baselines for Massachusetts and the Boston Region

Geographic Area	Total NHS Bridges	Total NHS Bridge Deck Area (square feet)	Percent of NHS Bridge Deck Area in Good Condition	Percent of NHS Bridge Deck Area in Poor Condition
Massachusetts[1]	2,246	28,689,888	16.9%	11.2%
Boston Region	844	13,916,199	15.7%	12.9%

[1] Massachusetts baseline data is based on a MassDOT analysis conducted in 2022.

NHS = National Highway System.
Sources: Massachusetts Department of Transportation and the Boston Region MPO staff.

States must set performance targets for NHS bridge and pavement condition measures at two-year and four-year intervals. Table 4-15 shows the baseline Massachusetts value calculated in 2022 and MassDOT's current NHS bridge performance targets established in 2023. The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025. These targets reflect the bridge condition MassDOT anticipated based on historic trends and planned bridge investments. As shown in the table, MassDOT anticipated that the share of NHS bridge deck area in good condition and poor condition would be nearly identical to the baseline.

Table 4-15
Massachusetts NHS Bridge Condition Targets

Federally Required Bridge Condition Performance Measure	Baseline (CY 2022)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)	MA Long Term Target
Percent of NHS Bridges [by deck area] that are in good condition	16%	16%	16%	>18%
Percent of NHS Bridges [by deck area] that are in poor condition	12%	12%	12%	< 10%

MA = Massachusetts. MassDOT = Massachusetts Department of Transportation. NHS = National Highway System.
Sources: MassDOT and the Boston Region MPO staff.

The Boston Region MPO elected to support MassDOT's four-year bridge performance targets in February 2023. This approach reflects the ways that each entity supports bridge improvements in the Boston region. The MPO's Regional Target program typically makes modest contributions to bridge improvements in the Boston region, while the MassDOT Bridge Program remains the region's primary funding source for the replacement or rehabilitation of substandard bridges.

Pavement Condition Performance and Targets

As with NHS bridges, USDOT's performance-management framework requires states and MPOs to monitor and set targets for the condition of pavement on NHS roadways. According to the 2023 Massachusetts' Road Inventory Year End Report, 10,459 lane-miles (about 14 percent of statewide lane mileage) are part of the NHS. This includes 3,188 lane-miles on the Interstate System and 7,271 lane miles of non-Interstate NHS roadways. All Interstate roadways in Massachusetts are owned by MassDOT.

Within the Boston region, 3,700 lane-miles (16 percent all of roadway lane miles) are part of the NHS. Of these, there are 1,162 lane miles (37 percent) on the Interstate System, which is owned by MassDOT, and 2,536 non-Interstate NHS roadway lane miles.

Federal NHS pavement performance measures include the following:

- Percent of pavements on the Interstate System in good condition
- Percent of pavements on the Interstate System in poor condition
- Percent of pavements on the non-Interstate NHS in good condition
- Percent of pavements on the non-Interstate NHS in poor condition

Interstate pavement is classified as in good or poor condition using the International Roughness Index (IRI) and one or more pavement distress metrics (cracking and/or rutting and faulting) depending on the pavement type (asphalt, jointed concrete, or continuous concrete). FHWA sets thresholds for each metric that determine whether the metric value is good, fair, or poor, along with thresholds that determine whether the pavement segment as a whole is in good or poor condition.

In 2023, MassDOT established performance targets for NHS pavement condition performance measures. The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025. The other types of distress data have not previously been required as part of MassDOT pavement-monitoring programs.[13] At the time of target setting, MassDOT noted that setting targets for these pavement-condition measures is challenging given the lack of complete historical data. MassDOT's approach when setting targets was to use past pavement indicators to identify trends and to set conservative targets. Table 4-16 shows MassDOT's performance targets for these measures along with baseline data as of 2021.

[13] *MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which is a different index than IRI.*

Table 4-16
Massachusetts NHS Pavement Condition Targets

Federally Required Pavement Condition Performance Measure[1]	Baseline	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Percent of Interstate Highway System pavements that are in good condition[2]	72%	70%	70%
Percent of Interstate Highway System pavements that are in poor condition	0%	2%	2%
Percent of non-Interstate NHS pavements that are in good condition	33.9%	30%	30%
Percent of non-Interstate NHS pavements that are in poor condition	2.9%	5%	5%

[1] The 2021 values for pavement condition are as of January 1, 2021.
[2] These values reflect the International Roughness Index only.
CY = calendar year. NHS = National Highway System.
Sources: MassDOT and the Boston Region MPO staff.

MPOs are required to set four-year Interstate and non-Interstate NHS pavement-condition performance targets by either supporting state targets or setting separate quantitative targets for the region. The Boston Region MPO elected to support MassDOT's four-year targets for these NHS pavement-condition measures in March 2023. This approach reflects the ways that each entity supports NHS and other pavement improvements in the Boston region. The MPO's policy has been to not use Regional Target funds for projects that only resurface pavement. MassDOT's pavement-improvement programs, along with its other corridor and intersection improvement programs, provide the majority of funding for pavement improvements in the Boston region. However, the MPO does fund roadway reconstruction projects that include pavement improvements in addition to other design elements, and through this process the MPO will work with MassDOT to make progress towards these NHS pavement-condition targets.

TIP Investments Supporting Roadway Asset Condition

When prioritizing capital investments for the TIP, the MPO uses its project evaluation criteria to assess how well each project funded with Regional Target dollars may help maintain or prevent damage to the Boston region's roadway infrastructure. The MPO's criteria prioritize projects that improve poor condition bridges, pavement, sidewalks, and signals, or that improve the network's ability to support emergency response, continue functioning during extreme weather events, enhance the natural environment, and improve regional coordination, among other resilience elements. In October 2020, the MPO adopted an updated set of project selection criteria that

- are tailored to each of the MPO's investment programs;
- use refined subcriteria to award points to projects that incorporate resiliency elements or that improve transit-supporting infrastructure at intersections or along corridors;
- award points to projects that improve NHS bridges or pavements; and
- award one or more points to projects that improve signage, lighting, guardrails, pavement markings, or structures, in addition to signals.

More information about the MPO's current TIP criteria is available in Appendix A.

Table 4-17 displays metrics and information about how the MPO's FFYs 2025–29 Regional Target projects are expected to improve infrastructure on the region's roadways. MPO staff developed estimated values for these metrics using available data from MassDOT's Bridge Inventory and Road Inventory files; project proponent information such as functional design reports; results from TIP project evaluations; and other sources. The MPO expects that these FFYs 2025–29 investments will help make progress towards statewide NHS bridge and pavement condition targets, help improve the overall condition of the region's roadways and bridges, and address resiliency needs.

Table 4-17
Regional Target Projects: Roadway Asset Condition Performance Metrics

Metric	Value
Bridge structures improved	6 structures
NHS bridge structures improved	4 structures
New bridge structures to be constructed	7 structures
Lane miles of substandard pavement improved[1]	63.4 lane miles
Lane miles of substandard NHS pavement improved[1]	36.28 lane miles
Miles of substandard sidewalk improved	26.64 miles

Note: Community Connections projects do not include system preservation and modernization elements and are not included in this table.

[1] Substandard pavement and sidewalk designations are based on data provided by MassDOT and project proponents and on MPO assessments conducted for TIP evaluations. The estimated lane miles of substandard NHS pavement improved is based on the pavement condition assessment for the project and the MPO's assessment of the portion of the project on the NHS. The IRI thresholds used to classify pavement are based on TIP criteria approved in October 2020: less than 95 (good), 95 to 170 (fair or substandard), greater than 170 (poor or substandard).

FFY = federal fiscal year. IRI = International Roughness Index. MassDOT = Massachusetts Department of Transportation. MPO = metropolitan planning organization. NHS = National Highway System.

Source: MassDOT and the Boston Region MPO staff.

Travel Time Reliability Targets

Travel Time Reliability

FHWA requires states and MPOs to monitor and set targets for two performance measures that pertain to all travelers on NHS roadways:

- Percent of the person-miles traveled on the Interstate System that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable

These measures capture (1) whether travel times on an NHS segment are consistent (reliability); and (2) the extent to which NHS users' travel may be affected by those conditions (percent of person miles). Several component metrics make up this measure:

- Level of Travel Time Ratio (LOTTR). This ratio compares longer (80th percentile) travel times to average (50th percentile) travel times on an NHS segment. FHWA has determined that LOTTR values less than 1.5 indicate reliable travel on the NHS for a particular time period. Larger LOTTR values indicate greater differences between the 80th and 50th percentiles and, thus, less reliable travel times. An NHS segment must have LOTTR values of less than 1.5 for four designated day-and-time periods to be considered reliable.[14]
- Annual Number of Travelers. States and MPOs calculate this figure using vehicle volumes and average vehicle-occupancy factors.
- NHS segment length. States and MPOs use this value and data on the annual number of travelers to estimate person-miles traveled on the NHS.

States and MPOs identify the person-miles of travel for each NHS segment and divide the total person-miles on the relevant NHS network that are reliable by the total person-miles on the relevant NHS network. To support this analysis, FHWA provides travel-time and traffic-volume data as part of the National Performance Management Research Data Set (NPMRDS), in which travel-time data are reported by traffic messaging channel (TMC) segments. These data, along with a set of analysis tools, are available through the Regional Integrated Transportation Information System (RITIS), which is developed and maintained by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. MassDOT has obtained access to the RITIS platform and grants access to MPOs and transportation planning organizations in the Commonwealth.

[14] *States and MPOs must calculate LOTTR values for four time periods: weekdays from 6:00 AM to 10:00 AM, weekdays from 10:00 AM to 4:00 PM, weekdays from 4:00 PM to 8:00 PM, and weekend days from 6:00 AM to 8:00 PM.*

States are required to set two-year and four-year targets for these measures. In 2022, MassDOT calculated baselines and established targets for these measures for the Massachusetts Interstate and non-Interstate NHS networks. MassDOT considered FHWA guidance and recommendations for establishing initial targets with this limited historic data, and it set initial targets for Massachusetts equal to CY 2021 baseline values.[15]

Table 4-18 shows MassDOT's CY 2021 baselines and two-year and four-year targets for these measures. The Boston Region MPO was required to establish four-year targets for these measures by either supporting state targets or setting its own quantitative targets for the Boston region. In 2023, the MPO board voted to support the state's four-year targets. As noted in previous sections, MassDOT owns and manages the Interstate network in Massachusetts and implements strategies to improve its performance. As with the roadway safety performance targets previously discussed, this approach reflects the way the MassDOT and the MPO will need to collaborate to make and keep the non-interstate NHS in the region reliable. Relevant strategies may include designing and funding roadway infrastructure improvements and supporting signal retiming, which fall under the purview of both the MPO and MassDOT. Others include regulating vehicle volumes using approaches such as ramp metering or managed lanes, which would fall under the MassDOT's purview.

Table 4-18 also shows CY 2021 baselines for the Boston region's Interstate and non-Interstate NHS networks for comparison. As the table shows, the Boston region's share of reliable person-miles traveled on its Interstate and non-Interstate NHS networks was lower than statewide values for Massachusetts in 2021.

[15] *FHWA, "Frequently Asked Questions: Target Setting," accessed March 25, 2024. www.fhwa.dot.gov/tpm/faq.cfm#targ.*

Table 4-18
Baseline Values and Targets for Travel Time Reliability

Network	Measure	2021 Measure Value (Baseline)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Massachusetts—Interstate Highway System	Percent of person-miles on the Interstate Highway System that are reliable	84.2%	74.0%	76.0%
Massachusetts—Non-Interstate NHS System	Percent of person-miles on the non-Interstate NHS that are reliable	87.9%	85.0%	87.0%
Boston Region—Interstate Highway System[1]	Percent of person-miles on the Interstate Highway System that are reliable	71.4%	N/A[2]	N/A[2]
Boston Region—Non-Interstate NHS System[1]	Percent of person-miles on the non-Interstate NHS that are reliable	81.7%	N/A[2]	N/A[2]

Note: The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025.

[1] The baseline values for the Boston region that are shown in this table were calculated in 2022.

[2] The N/A values indicate that the MPO adopted state, not regional targets.

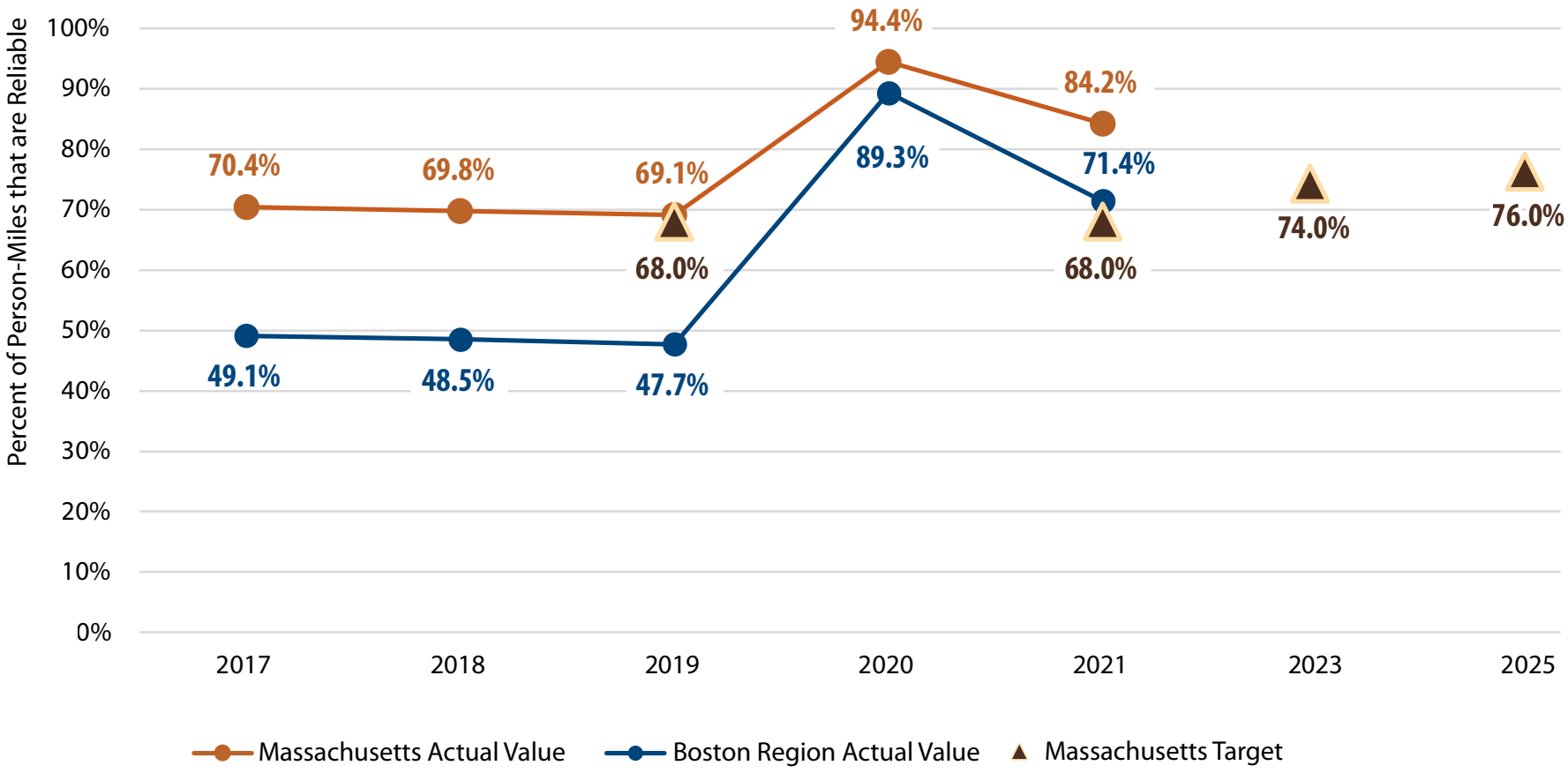
CY = calendar year. MPO = metropolitan planning organization. N/A = not applicable. NHS = National Highway System.

Sources: National Performance Management Research Data Set, Cambridge Systematics, Massachusetts Department of Transportation, and the Boston Region MPO staff.

Actual travel time reliability values for the Interstate Highway System and the non-Interstate NHS in Massachusetts were better than the Commonwealth's two-year and four-year targets, as shown in the following figures. Figure 4-6 shows the change in the percent of person-miles on the Interstate Highway System that were reliable for both Massachusetts and the Boston region between 2017 and 2022. Figure 4-7 shows the change in the percent of person-miles on the non-Interstate NHS for the same time period and geographies.

The share of reliable person-miles on the NHS network increased significantly in 2020 for both the Boston region and Massachusetts as a whole, primarily because of reduced travel in response to the COVID-19 pandemic, though the percentage of reliable person-miles dropped for both geographies in 2021 and 2022 as travel increased. As the region and the Commonwealth adjust to post-pandemic travel patterns and levels of demand, the MPO will work with the Commonwealth, municipalities, and other stakeholders to support reliable travel on the NHS and other roadways.

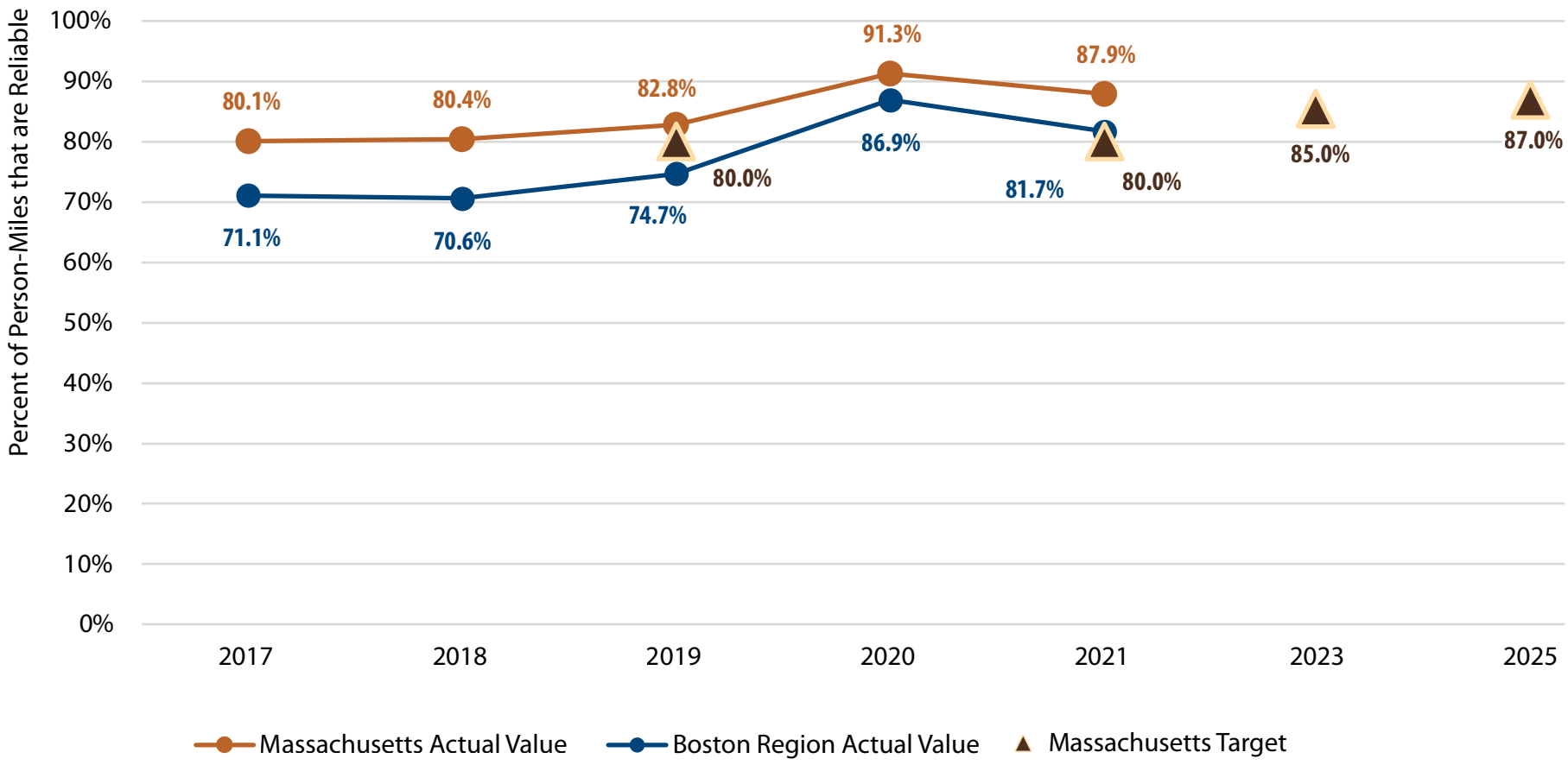
Figure 4-6
Performance Values and Targets for the Percent of Person-Miles that are Reliable on the Interstate Highway System



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018.

MPO = metropolitan planning organization. RITIS = Regional Integrated Transportation Information System.
Sources: National Performance Management Research Data Set and the Boston Region MPO staff.

Figure 4-7
Performance Values and Targets for the Percent of Person-Miles that are Reliable on the Non-Interstate NHS



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018.

MPO = metropolitan planning organization. NHS = National Highway System. RITIS = Regional Integrated Transportation Information System.

Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

Truck Travel Time Reliability

FHWA requires states and MPOs to track truck travel time reliability on the Interstate System to better understand the performance of the nation's freight system. The applicable measure in this case is the Truck Travel Time Reliability Index (TTTR). This measure compares longer (95th percentile) truck travel times to average (50th percentile) truck travel times. The greater the difference between these two travel times on an Interstate segment, the less reliable truck travel on that segment is considered to be.

For each Interstate segment, states and MPOs calculate TTTR values for different day-and-time periods and weight the segment length by the maximum applicable TTTR value.[16] They then sum these weighted segment lengths for all Interstate segments and divide that total value by the length of the full Interstate network for the applicable geographic area. Like segment-specific TTTR values, the greater this aggregate value is, the more unreliable the network is with respect to truck travel.

In 2022, MassDOT calculated baseline TTTR Index values and established performance targets using CY 2021 truck travel-time data included in the NPMRDS. MassDOT staff considered past travel time reliability measure values, as well as uncertain future travel demand following the COVID-19 pandemic and related public and private sector responses, when setting its two-year and four-year targets. MPOs also are required to set four-year targets for this measure, and the Boston Region MPO board voted to support MassDOT's two-year and four-year TTTR targets in January 2023.

The Boston region's TTTR baseline value is higher than the one for Massachusetts, indicating that truck travel times on the region's Interstate highway network have been generally less reliable than on Massachusetts's full Interstate network.

[16] *States and MPOs must calculate TTTR Index values for five time periods: weekdays from 6:00 AM to 10:00 AM, weekdays from 10:00 AM to 4:00 PM, weekdays from 4:00 PM to 8:00 PM, weekend days from 6:00 AM to 8:00 PM, and all days from 8:00 PM to 6:00 AM.*

Table 4-19
Baseline Values and Targets for Truck Travel Time Reliability

Network	Measure	2021 Measure Value (Baseline)	Two-Year Target (CY 2023)	Four-Year Target (CY 2025)
Massachusetts—Interstate Highway System	Truck Travel Time Reliability Index	1.61	1.80	1.75
Boston Region—Interstate Highway System[1]	Truck Travel Time Reliability Index	2.03	N/A[2]	N/A[2]

Note: The two-year target reflects conditions as of the end of CY 2023, and the four-year target reflects conditions as of the end of CY 2025.

[1] The baseline values for the Boston region that are shown in this table were calculated in 2022.

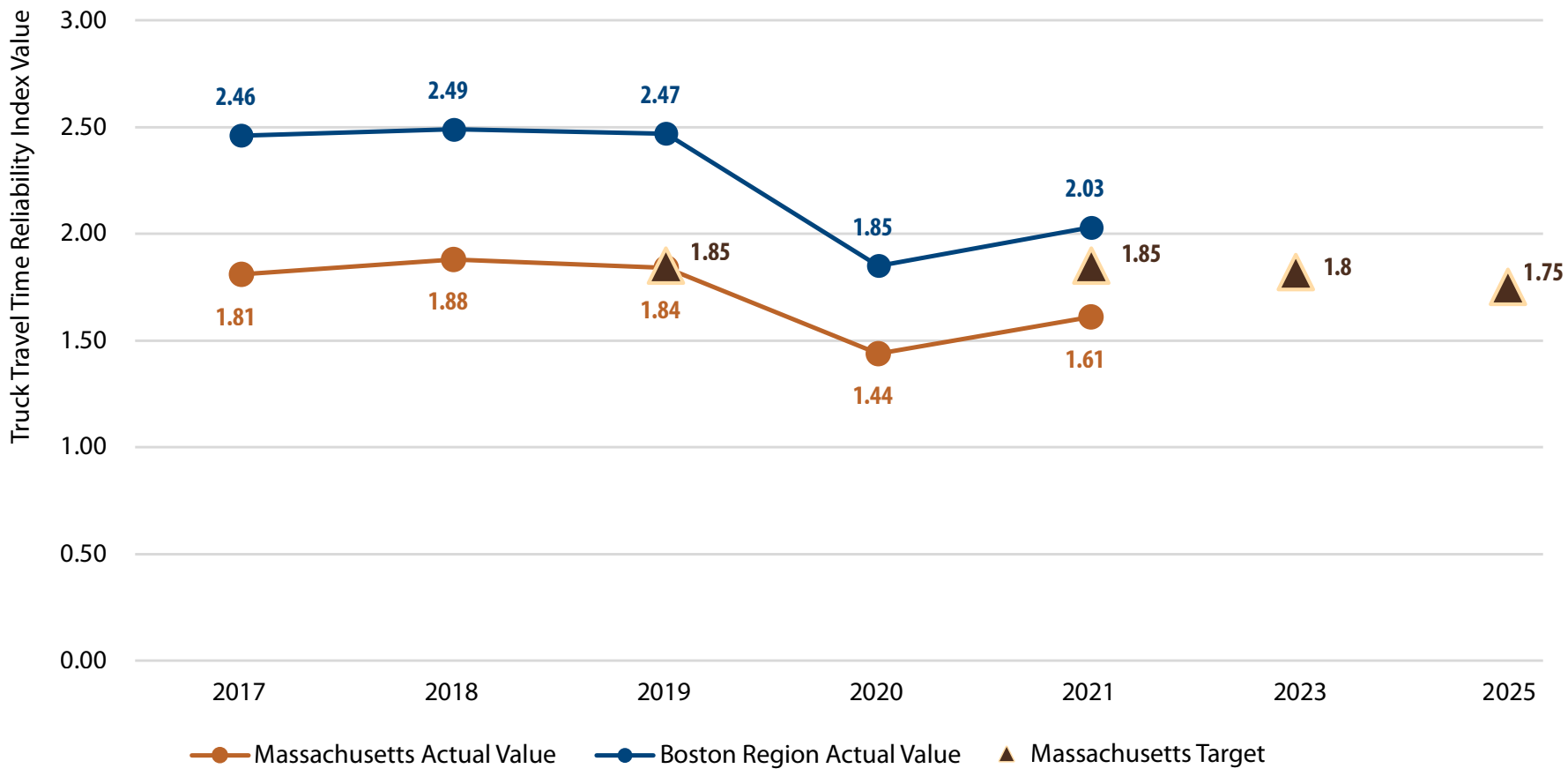
[2] The N/A values indicate that the MPO adopted state, not regional targets.

CY = calendar year. MPO = metropolitan planning organization. N/A = not applicable. RITIS = Regional Integrated Transportation Information System.

Sources: National Performance Management Research Data Set, RITIS, the Massachusetts Department of Transportation, and the Boston Region MPO staff.

TTTR Index values for the Interstate Highway System in Massachusetts were better than the Commonwealth's two-year and four-year targets between 2017 and 2022, as shown in Figure 4-8. TTTR values improved for both Massachusetts and the Boston region in 2020, although reliability worsened for both geographies in 2021 and 2022. Performance monitoring will enable the Commonwealth, the MPO, and other stakeholders to respond to post-pandemic changes in truck travel time reliability.

Figure 4-8
Performance Values and Targets for Truck Travel Time Reliability on the Interstate Highway System



Note: The number of municipalities in the Boston Region MPO area decreased from 101 to 97 in 2018. This change may have affected 2017 values calculated using the RITIS platform in April 2022 as compared to baselines determined when targets were initially set in 2018.

MPO = metropolitan planning organization. RITIS = Regional Integrated Transportation Information System.
Sources: National Performance Management Research Data Set, Massachusetts Department of Transportation, and the Boston Region MPO staff.

TIP Projects Supporting Freight and Travel Time Reliability Performance

The MPO seeks to make investments that help manage capacity on the transportation network and improve mobility options for travelers in a variety of ways, including the following:

- Providing alternatives to SOV travel, such as by expanding transit service or adding new bicycle and pedestrian facilities
- Improving roadway design or adding capacity at bottleneck locations
- Implementing traffic and operational improvements along congested or unreliable corridors

When prioritizing projects for funding with Regional Target dollars, the MPO uses evaluation criteria to assess how well each project expands transportation options and mode choice and how it supports mobility. These sets of criteria include items that award points to projects that enhance bicycle and pedestrian accommodations and connections to transit, and that support truck movement. The MPO's criteria prior to October 2020 granted points to projects that reduced vehicle congestion and delay for transit vehicles. In October 2020, the MPO adopted an updated set of project selection criteria that

- includes criteria tailored to each of the MPO's investment programs;
- transitions from an emphasis on reducing vehicle congestion to supporting reliability, which is measured using travel time information available in the RITIS platform; and
- awards points for reducing transit passenger delay, as opposed to transit vehicle delay.

The MPO's Community Connections investment program, which funds first- and last-mile solutions, community transportation, and other related projects, has its own set of evaluation criteria. These criteria focus on connectivity to transit and key destinations and supporting shifts in travel to non-SOV modes.

By electing to support the Commonwealth's targets for federally required reliability measures and agreeing to the Boston MA-NH-RI UZA targets for the federally required annual hours of PHED per capita and non-SOV travel measures, the MPO agrees to plan and program projects so that they contribute to achieving those targets. It can be challenging to anticipate how transportation projects may affect these performance measures, as they track outcomes that are not only affected by transportation investments but also traveler choices and demand, among other factors.

Table 4-20 summarizes these metrics and expected results for Regional Target corridor, intersection, bicycle and pedestrian, and Community Connections projects. MPO staff developed estimated values for these metrics using available data from functional design reports and other materials provided by project proponents; results from the

MPO's TIP evaluations; NPMRDS data available in the RITIS platform; and other sources. These estimates aggregate changes in vehicle hours of delay using project-level information on vehicle volumes and changes in delay times at intersections from project improvements.

Table 4-20
Regional Target Projects: Freight and Travel Time Performance Metrics

Metric	Value
The project addresses an unreliable corridor with significant travel time delay	5 projects
The project improves travel time reliability by investing in measures that reduce dependence on single-occupancy-vehicle trips	34 projects
Projects near to or on a primary thoroughfare for regional freight travel	8 projects

Source: Boston Region MPO staff.

MassDOT, MBTA, and RTA projects, which are described in Chapter 3, also address capacity management and mobility in the Boston region and may also support improvements on federally required reliability, congestion, and non-SOV travel performance measures.

Transit System Asset Condition Performance Measures and Targets

Transit agencies must update performance targets for federally required TAM performance measures. These targets relate to transit rolling stock, nonrevenue service vehicles, facilities, and rail fixed-guideway infrastructure. They are developed based on the agencies' most recent asset inventories and condition assessments, and capital investment and procurement expectations, which are informed by the agencies' TAM plans. MBTA, MWRTA, and CATA share their asset inventory and condition data and their performance targets with the Boston Region MPO so that the MPO can monitor and set TAM targets for the Boston region. The MPO revisits its targets in these performance areas each year when updating its TIP.

The following sections discuss the MPO's current performance targets (adopted in March 2024) for each of the TAM performance measures. They reflect the MBTA's, CATA's, and MWRTA's SFY 2024 TAM performance targets (for July 2022 through June 2023). After consulting with the MBTA, CATA, and MWRTA, MPO staff has aggregated or reorganized some target information for particular asset subgroups. When compared to SFY 2023 performance, the SFY 2024 TAM targets described in Tables 4-21, 4-22, 4-24, and 4-25 may reflect changes in the overall number of assets in each transit category, past or planned asset replacement or repair, other factors depending on the asset type, or a combination of these factors. They may also reflect some recent updates to data or the reclassification of assets into different categories.

Rolling Stock and Equipment Vehicles

FTA's TAM performance measure for evaluating whether rolling stock and equipment vehicles are in a state of good repair is the percentage of vehicles that meet or exceed their useful life benchmark (ULB). This measure uses vehicle age as a proxy for its state of good repair, with the goal being to bring this value as close to zero as possible. FTA defines ULB as "the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment."[17]

For its SFY 2024 targets, the MBTA used FTA default ULBs for all vehicle types except for paratransit autos and vans, and some articulated buses, which are measured using MBTA-defined ULBs. The MWRTA uses FTA default ULBs for vans and equipment vehicles (excluding automobiles) and ULBs from MassDOT's Fully Accessible Vehicle Guide for its cutaway vehicles and automobiles.[18] CATA uses useful life criteria as defined in FTA Circular 5010.1E for ULB values for its vehicles.[19]

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[17] *Federal Transit Administration, "Performance Management" (March 2024), accessed March 19, 2024.* www.transit.dot.gov/PerformanceManagement

[18] *Massachusetts Department of Transportation, MassDOT Fully Accessible Vehicle Guide: An Overview of Accessible Vehicle Specifications (September 2023), accessed March 19, 2024.* https://www.mass.gov/doc/massdot-fully-accessible-vehicle-guide-0/download

[19] *FTA, FTA Circular 5010.E "Award Management Requirements" (July 16, 2018), accessed March 19, 2024.* www.transit.dot.gov/regulations-and-guidance/fta-circulars/award-management-requirements-circular-50101e

Table 4-21 describes SFY 2023 performance and the MPO's SFY 2024 targets for rolling stock. The MBTA, CATA, and MWRTA are improving performance for a variety of rolling-stock-vehicle classes. Transit agencies can make improvements on this measure by expanding their rolling-stock fleets or replacing vehicles within those fleets.

Table 4-21
TAM Performance Values and SFY 2024 Targets for Transit Rolling Stock

		SFY 2023 Performance (as of June 30, 2023)			SFY 2024 Targets (as of June 30, 2024)
Agency	Asset Type	Number of Vehicles	Number of Vehicles Meeting or Exceeding ULB	Percent of Vehicles Meeting or Exceeding ULB	Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	Articulated Buses	118	25	21%	24%
MBTA	Buses[1]	879	259	29%	26%
MBTA	Light Rail Vehicles[a]	200	81	41%	41%
MBTA	Vintage Trolleys[b]	6	6	100%	100%
MBTA	Heavy Rail Vehicles[c]	392	118	30%	29%
MBTA	Commuter Rail Locomotives	83	19	23%	23%
MBTA	Commuter Rail Coaches	399	30	8%	7%
MBTA	Ferry Boats	4	0	0%	0%
MBTA	Paratransit Automobiles	304	0	0%	0%
MBTA	Paratransit Vans[d]	399	0	0%	25%
CATA	Buses and Trolleys	12	5	42%	39%

(Table 4-21 cont.)

Agency	Asset Type	SFY 2023 Performance (as of June 30, 2023)			SFY 2024 Targets (as of June 30, 2024)
		Number of Vehicles	Number of Vehicles Meeting or Exceeding ULB	Percent of Vehicles Meeting or Exceeding ULB	Target Percent of Vehicles Meeting or Exceeding ULB
CATA	Cutaway Vehicles[e]	22	9	41%	44%
MWRTA	Automobiles	2	2	100%	100%*
MWRTA	Cutaway Vehicles[f]	106	22	21%	21%
MWRTA	Vans[g]	6	0	0%	0%

[a] MBTA Light Rail targets for SFY 2024 are more relaxed than those of SFY 2023 to account for an error made in 2023 when calculating the ULB for Type 7 Green Line cars.

[b] MBTA vintage trolleys are used on the Ashmont-Mattapan High Speed Line.

[c] The targets account for Red and Orange Line vehicle delivery.

[d] The target accounts for approximately one-quarter of the paratransit vans reaching their useful life during FY24. Due to lower ridership during the COVID-19 pandemic and vehicle mileage, the expected useful life of these vehicles is longer than the FTA-defined ULB.

[e] The NTD defines a cutaway vehicle as a vehicle in which a bus body is mounted on a van or light-duty truck chassis, which may be reinforced or extended. CATA uses these vehicles to provide fixed route and demand response service.

[f] MWRTA uses cutaway vehicles to provide fixed route and demand response service.

[g] MWRTA's vans are used to provide demand response service.

CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. NTD = National Transit Database. SFY = state fiscal year. ULB = Useful Life Benchmark.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

The MBTA's planned SFY 2024 investments in revenue vehicles include ongoing replacements for the bus fleet commuter rail locomotive and coach overhauls, and continued replacement and modernization of Red and Orange Line (heavy rail) vehicles.

Table 4-22 shows SFY 2023 performance and the MPO's SFY 2024 targets for transit equipment vehicles. Transit agencies can make progress by expanding their fleets or replacing vehicles within those fleets. The MBTA notes that some of its equipment vehicles are stored indoors and used sporadically, and therefore can perform adequately even well beyond their ULBs. The MBTA continues to monitor equipment vehicle needs across the system by investing in the maintenance and replacement of nonrevenue equipment. CATA and MWRTA, while they have much smaller equipment vehicle fleets, have faced challenges acquiring vehicles due to market supply shortages.

Table 4-22
SFY 2023 Performance and SFY 2024 Targets for Equipment (Nonrevenue Vehicles)

Agency	Asset Type	SFY 2023 Performance (as of June 30, 2023)			SFY 2024 Targets (as of June 30, 2024)
		Number of Vehicles	Number of Vehicles Meeting or Exceeding ULB	Percent of Vehicles Meeting or Exceeding ULB	Target Percent of Vehicles Meeting or Exceeding ULB
MBTA	All Equipment	1,443	707	49%	51%
CATA	All Equipment	3	3	100%	100%
MWRTA	All Equipment	10	5	50%	50%

CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. SFY = state fiscal year. ULB = Useful Life Benchmark.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

Facilities

FTA assesses the condition for passenger stations, parking facilities, and administrative and maintenance facilities to determine if they are in a state of good repair by using the FTA Transit Economic Requirements Model (TERM) scale, which generates a composite score based on assessments of facility components. Facilities with scores below three are considered to be in marginal or poor condition (though this score is not a measure of facility safety or operational performance). The goal is to bring the share of facilities that meet this criterion to zero. Infrastructure projects focused on individual systems may improve performance gradually, while more extensive facility improvement projects may have a more dramatic effect on a facility's TERM scale score.

Table 4-23
FTA TERM Condition Assessment Scale

Rating	Condition	Description
5	Excellent	No visible defects, new or newer condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated, in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

Source: Federal Transit Administration.

Table 4-24 shows SFY 2023 performance and the MPO's SFY 2024 targets for MBTA, CATA, and MWRTA facilities.

Table 4-24
SFY 2023 Performance and SFY 2024 Targets for Facilities

Agency	Asset Type	SFY 2023 Performance (as of June 30, 2023)			SFY 2024 Targets (as of June 30, 2024)
		Number of Facilities	Number of Facilities Rated Less Than 3.0 on the FTA's Term Scale	Percent of Facilities Rated Less Than 3.0 on the FTA's Term Scale	Target Percent of Facilities Rated Less Than 3.0 on the FTA's Term Scale
MBTA	Passenger/ Parking Facilities[a]	392	10	3%	3%
MBTA	Administrative/ Maintenance Facilities[b]	330	75	23%	23%
CATA	Administrative/ Maintenance Facilities	1	0	0%	0%
MWRTA	Administrative/ Maintenance Facilities	1	0	0%	0%

a The MBTA reports performance targets for facilities with a baseline consistent assessment and continues to undertake visual condition assessments for all facilities.

b The FY 2023 inventory shows a decrease in overall number of administrative/maintenance facilities from previous years due to the removal of assets that have no building/structure, have been demolished, or are redundant to other inventories (e.g., signal housing is included in the MBTA signal asset inventory).

CATA = Cape Ann Transportation Authority. FTA = Federal Transit Administration. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. SFY = State Fiscal Year.

Source: CATA, MBTA, MWRTA, and Boston Region MPO staff.

The percentage of MBTA's Parking and Passenger facilities with TERM scores below three fell by four points due to improved ratings at several facilities, including Worcester Union Station, Forest Hills Station, Harvard Avenue Station, Heath Street Station, Fields Corner Station, Uphams Corner Station, West Natick Lot, Norwood Central East Lot, and Route 128 Garage.

Fixed-Guideway Infrastructure

Table 4-25 describes SFY 2023 performance and SFY 2024 targets for rail fixed-guideway condition. The MBTA is the only transit agency in the Boston region with this asset type. Rail fixed-guideway condition is measured by the percentage of track that is subject to performance or speed restrictions. Performance restrictions reflect the condition of track, signal, and other supporting systems, which the MBTA can improve through maintenance, upgrades, and replacement and renewal projects. The MBTA is pursuing an aggressive program, as mandated by FTA, to improve track condition and reduce performance restrictions across the transit system, much of which will not be complete until after SFY 2024. The work on improvements negatively impacts fixed-guideway performance in the interim. The goal is to bring the share of MBTA track systems subject to performance restrictions to zero.

Table 4-25
SFY 2023 Performance and SFY 2024 MBTA Targets for Infrastructure (Fixed Guideway)

Asset Type	SFY 2023 Performance (as of June 30, 2023)			SFY 2024 Targets (as of June 30, 2024)
	Number of Miles	Number of Miles with Performance Restrictions	Percent of Miles with Performance Restrictions	Target Percent of Miles with Performance Restrictions
MBTA Light Rail Fixed Guideway[a]	60	4	7%	16%
MBTA Heavy Rail Fixed Guideway[a]	77	10	13%	17%
MBTA Commuter Rail Fixed Guideway	641	21	3%	4%

Note: For this performance measure, the term "miles" refers to "directional route miles," which represents the miles managed and maintained by the MBTA with respect to each direction of travel (for example, northbound and southbound), and excludes nonrevenue tracks such as yards, turnarounds, and storage tracks. The baseline and target percentages represent the percentage of annual average revenue track miles with performance restrictions from the total revenue miles.

[a] The MBTA is pursuing an aggressive program to improve track condition and reduce performance restrictions across the transit system, much of which will not be complete until after FY 2024.

MBTA = Massachusetts Bay Transportation Authority. SFY = State Fiscal Year.

Source: MBTA and Boston Region MPO staff.

The MBTA is pursuing an aggressive program to improve track condition and reduce performance restrictions across the transit system. Much of this work will not be complete until after SFY 2024, and targets were set to reflect such conditions.

TIP Investments Supporting Transit System Asset Condition

Many types of transit investments may affect the TAM vehicle, facility, and fixed-guideway performance measures described in the previous section, because these investments may either improve or replace assets already included in transit agency inventories, or because they may expand those inventories. These investments may improve assets gradually over time by upgrading specific asset subsystems, or they may generate more dramatic changes in performance by overhauling or replacing assets.

The FFYs 2025–29 TIP includes a variety of transit infrastructure improvement initiatives, funded both by the MPO's Regional Targets and dollars that the MBTA, MWRTA, and CATA program in coordination with MassDOT. Many of the MBTA and CATA investments appear in the priority investment lists these agencies include in their TAM plans.

Vehicles

During FFYs 2025 to 2029, the MBTA will be investing in vehicles to replace or expand its fleets through its Vehicles program. These procurements will support more efficient, reliable, and sustainable operations and include the following:

- Type 10 Green Line light-rail vehicles to replace existing Type 7 and Type 8 fleets
- Replacement and modernization of Orange and Red Line cars
- Buses, including hybrid and battery electric models, and supporting infrastructure
- Bi-level commuter rail coaches

Meanwhile, CATA plans to purchase four low-floor buses to replace those that have reached the end of their useful life. MWRTA plans to purchase three new 29-foot buses to replace vehicles that have reached the end of their useful life. Expected purchases include CNG-powered vehicles and electric vehicles. MWRTA will also continue pursuing opportunities to migrate its fleet to fully electric vehicles. Collectively, these investments will help improve the condition of the fleets and make progress with respect to the TAM rolling stock performance measure.

Equipment

While equipment vehicle funding is not expressly part of the FFY 2025-29 TIP, the MBTA continues to monitor support vehicle needs across the system and invest in the maintenance and replacement of non-revenue equipment. This includes the procurement of first response vehicles, service cars, service trucks, tow trucks, spot tampers, swing masters, crane cars, and other support vehicles.[20] CATA and MWRTA are continuously evaluating their service fleets to ensure that it can support their modes of transportation efficiently and effectively.

[20] *MBTA.*

Facilities

During FFYs 2025 to 2029, the MPO will provide Regional Target funding to support improvements to the Jackson Square and Reading MBTA stations. The Jackson Square Station Accessibility Improvements Project will make state-of-good-repair improvements to the facility on the MBTA's Orange Line, including repairs to its existing elevator, the addition of a new elevator, and improvements to lighting and wayfinding signage. The Rail Transformation Project will improve Reading Station as well as track on the Haverhill and Lowell commuter rail lines, accommodate increased service and improve operational safety.

While MWRTA's and CATA's administration and maintenance facilities are currently in a state of good repair, these agencies will continue to maintain and upgrade those facilities during FFYs 2025 to 2029. CATA plans to modernize several facets of its Gloucester maintenance and operations facility building as well as repave the parking lot. MWRTA is making significant enhancements to improve safety, reliability, and amenities at its Blandin Hub facility. MWRTA plans to make significant investments in electrification infrastructure for its fleet at its Blandin Hub through investments through phased investments in solar infrastructure and battery electric storage systems.

Fixed-Guideway Infrastructure

The MBTA is making continued investments in track signals and systems during FFYs 2025 to 2029 tohelp reduce the need for performance restrictions on fixed guideways. On track-related infrastructure, MBTA is currently undergoing an aggressive plan to improve track segments on heavy and light rail systems that will likely extend into FFY 2025, and possibly beyond. Other MBTA projects that address fixed guideway infrastructure include the following:

- Framingham/Worcester commuter rail line track improvements
- Upgrades to the South Station Tower One interlocking system
- Bridge replacements on the commuter rail system
- System wide tree removal
- Green Line Central Tunnel signal, track, and power system upgrades

MPO Investment in Transit Asset Improvements

During the development of the FFYs 2025–29 TIP, the MPO formally solicited transit projects as candidates for funding. The MPO programmed funding for 11 transit projects in FFYs 2025 and 2026, and continued to set aside funding for future application cycles with $5 million in FFY 2026 and $6.5 annually between FFY 2027 and 2029. The MPO also programmed approximately $8.3 million in investments towards the state of good repair of operations

facilities for CATA and MWRTA, and new bus fleet procurements at CATA and MWRTA in FFYs 2025 and 2026. The MPO will continue to work with MassDOT and the region's transit agencies to support this program in order to:

- bring assets (including those covered by the TAM performance measures) into a state of good repair;
- modernize transit system assets;
- improve safety-critical, operations-critical, or climate-sensitive assets;
- incorporate resilience elements into transit projects; and
- improve pedestrian elements at transit stations.

Table 4-26
TIP Projects Supporting Transit Asset Condition

Total	Type	Impact
9	Rolling Stock	Bus and van replacements, expansion of microtransit services
n/a	Equipment	n/a
19	Facilities	Improve conditions at MBTA's Reading Station, accessibility at Central and Jackson Square Stations, accessibility and operations at Nubian Square, and systemwide Pedal and Park cycling infrastructure modernization, and modernization of the CATA and MWRTA vehicle hub facilities
1	Fixed-Guideway Infrastructure	Improve track conditions on the Wilbur interlocking system in Reading

CATA = Cape Ann Transportation Authority. MBTA = Massachusetts Bay Transportation Authority. MWRTA = MetroWest Regional Transit Authority. n/a = not applicable. SFY = State Fiscal Year.

Future Activities to Improve and Monitor Mobility and Reliability Performance

The MPO will continue to work to improve the links between transportation investments and mobility and reliability The MPO will coordinate with MassDOT, the MBTA, MWRTA, CATA, and other stakeholders on that process. This work may include the following activities:

- Continue to implement the MPO's updated TIP project selection criteria pertaining to system preservation and modernization, and further integrate these criteria into the MPO's performance monitoring activities.
- Continue to refine the MPO's Transit Transformation investment program and to identify links between this program and improving the condition of the region's transit assets.
- Explore other mobility performance measures, including measures specific to destination access, travel by non-SOV modes, or freight movement.
- Work with MassDOT and the region's transit agencies to better estimate the impacts of TIP investments on federally required and other performance measures and targets.

Access and Connectivity Performance

Relevant Goals, Policies, and Plans

The MPO's access and connectivity goal includes providing transportation options and improving access to key destinations to support economic vitality and high quality of life. The MPO's objectives in this area encompass providing people with access to jobs, affordable housing, essential services, and other key destinations. Accessibility also depends on improving options for different transportation modes, connectivity between modes and systems, and removing barriers to make it easy for people of all abilities to walk, bike, roll, use assistive mobility devices, or take transit.

Several different planning processes come together to address access and connectivity performance, issues, and needs. The MPO combines this work with ongoing system-level analyses that support its long-range planning, which are documented in its LRTP Needs Assessment, which was last released in July 2023. MassDOT conducts its own analyses of access and connectivity performance and needs, which it documents in modal plans such as its Bicycle Transportation Plan, and Pedestrian Transportation Plan, its *Congestion in the Commonwealth* reports and accompanying studies, and its MassDOT Performance Management Tracker tool.[21] Meanwhile, the MBTA tracks and analyzes metrics and uses these to support planning processes, such as *Focus40*, its current long-term investment

[21] *Massachusetts Department of Transportation. 2023 Massachusetts Freight Plan. https://www.mass.gov/doc/2023-massachusetts-freight-plan/download. Accessed March 25, 2024.*

plan.[22] The exchange and integration of these plans help agencies in the Boston region coordinate to improve access and connectivity across modes.

Access and Connectivity Performance Measures

Several federally required performance measures are related to access and connectivity, and those can be found in the sections of this chapter for Mobility and Reliability, as well as Clean Air and Healthy Communities. However, in the LRTP Needs Assessment, the MPO published several measures more directly related to access and connectivity.

In the Needs Assessment are a range of access and connectivity analyses, including the availability of accessible transit, frequent transit, car share, bike share, bicycle infrastructure, and travel patterns of Transportation Network Companies (TNC) provided by companies such as Lyft and Uber. Additionally, the Needs Assessment's Access and Connectivity chapter features a Destination Access and Transportation Cost Analysis tool, which compares travel time, costs, and accessibility of types of locations for residents of MPO subregions.

TIP Investments Supporting Access and Connectivity

Many types of investments impact access and connectivity in the region. The TIP's Community Connections Program invests in several projects that connect residents to key destinations and transit transfer points. Similarly, projects in the Bicycle and Pedestrian program close gaps in the transportation network for those walking, biking, and rolling. Table 4-27 summarizes projects by the objectives of the MPO's access and connectivity goal.

22 *The MBTA's Focus40 plan is available at www.mbtafocus40.com.*

Table 4-27
Regional Target Projects: Access and Connectivity Performance Metrics

Metric	Value
Projects that improve multi-modal access to jobs, affordable housing, and other key destinations	20 projects
Projects that support the Commonwealth's goals for housing production, land use, and economic growth	9 projects
Projects that increase people's access to transit, biking, walking, and other non-single-occupancy-vehicle transportation options	45 projects
Projects that improve access to high-quality, frequent transportation options that enable people in disadvantaged communities to easily get where they want to go	14 projects
Projects that close gaps in walking, biking, and transit networks	20 projects
Project that remove barriers to make it easy for people of all abilities to use the transportation system, regardless of whether they walk, bike, roll, or use assistive mobility devices	21 projects

Source: Boston Region MPO staff.

Future Activities to Improve and Monitor Access and Connectivity Performance

The MPO will continue to work with MassDOT, the MBTA, the region's RTAs, other transit service providers, and other stakeholders in the region to improve access and connectivity performance. These activities may include the following:

- Continue to implement the MPO's updated TIP project selection criteria pertaining to access and connectivity, and further integrate these criteria into the MPO's performance monitoring activities.
- Continue to seek out and improve data to help the MPO better analyze access and connectivity issues for all modes.
- Continue to refine the MPO's Community Connections and Transit Transformation programs and strengthen links between these programs and the region's performance in various access and connectivity areas.
- Explore ways to integrate the monitoring of federally required performance measures more fully into the MPO's CMP.

Clean Air and Healthy Communities Performance

Relevant Goals, Policies, and Plans

The MPO aims to support clean air and healthy communities in the Boston region by creating an environmentally friendly transportation system. It pursues this goal by investing in projects that reduce greenhouse gases (GHGs) and other pollutants generated by the transportation sector and minimizing negative environmental impacts from the system.

The MPO recognizes that GHG emissions contribute to climate change. If climate change trends continue as projected, the conditions in the Boston region will include a rise in sea level coupled with storm-induced flooding, and warmer temperatures that would affect the region's infrastructure, economy, human health, and natural resources. The Commonwealth of Massachusetts is responding to this challenge by taking action to reduce the GHGs produced in the state, including those generated by the transportation sector. In accordance with a Final Rule published in December 2023, MassDOT adopted a four-year GHG emissions target that aims to reduce CO_2 on the NHS in Massachusetts. MassDOT's GHG emissions reduction target is shown in Table 4-28. Additionally, Massachusetts passed its Global Warming Solutions Act (GWSA), which requires reductions of GHGs by 2020, and further reductions by 2050, relative to 1990 baseline conditions. To meet GWSA requirements, the MPO works with MassDOT and other stakeholders to anticipate the GHG impacts of projects included in the TIP, specifically by examining additions or reductions in carbon dioxide (CO_2). More details on the MPO's GHG tracking and evaluation processes are included in Appendix B.

Table 4-28
Statewide Baseline Value and Targets for GHG Emissions Reductions of CO_2 on the NHS

Performance Measure	CY 2022 Measure Value (Baseline)	Four-Year Target (CYs 2022–25)
Percent reduction in CO_2 emissions on the NHS system	0	7.9

CY = calendar year. CO_2 = carbon dioxide. GHG = greenhouse gas emissions. MPO = metropolitan planning organization. NHS = National Highway System
Source: MassDOT.

In addition to supporting reductions in CO_2, transportation projects may also help reduce other air pollutants and precursors, volatile organic compounds (VOCs), nitrogen oxides (NOx) and carbon monoxide (CO), by improving traffic flow and bicycle and pedestrian travel. More detailed information about the MPO's air quality status and related requirements is available in Chapter 5.

The MPO tracks the air quality benefits of transportation projects to identify projects that may be eligible for CMAQ funds. These CMAQ-funded projects are described in the MPO's CMAQ Performance plans and progress reports; these documents include performance targets for the annual PHED per capita and share of non-SOV travel measures described in the previous section, along with targets for the amount of applicable emissions the MPO expects will be reduced because of CMAQ-funded projects in air quality non-attainment or maintenance areas in the region. The MPO must note how it expects its CMAQ-funded projects to support improvements with respect to relevant performance measures, which reinforces the connection between planning, investments, and expected performance outcomes.

Emissions Reduction Performance Measures and Targets

The federally required CMAQ emissions reduction measure, identified in Table 4-29, is the total emissions reduction for applicable pollutants and precursors for CMAQ-funded projects in designated nonattainment and maintenance areas. The FHWA required states and MPOs to establish a baseline value for this measure by identifying the emissions reductions for applicable pollutants and precursors that were associated with CMAQ-funded projects obligated for funding in nonattainment or maintenance areas between FFYs 2018 and 2021. The Boston Region MPO and MassDOT did not program any CMAQ-funded projects in maintenance or nonattainment areas in the TIP and State Transportation Improvement Program (STIP), respectively, between FFYs 2018 and 2021. As a result, the baseline amount of CO reduced by CMAQ-funded projects in this limited maintenance area during this period is zero kilograms per day.

To set targets MPO staff reviewed recent TIPs to identify any projects that would be partially or fully funded with CMAQ dollars and that were expected to be obligated between FFYs 2022 and 2025. MPO staff identified one project that met these criteria: the NewMo Microtransit Service Expansion Project, which is funded through the MPO's Community Connections program.

NewMo uses on-demand, dynamically routed microtransit technology to serve seniors, low-income riders, and people with disabilities in Newton. The City of Newton's first application to the Community Connections program focused on building on an existing microtransit service for seniors to provide shared first- and last-mile rides between the Wells Avenue Business District and three MBTA lines (including access to the Needham Heights commuter rail station in Needham), before expanding citywide.The MPO board adopted a value of 0.354 kilograms of CO reduced per day for both its two-year and four-year emissions reduction target, as shown in Table 4-29.

Table 4-29
Baseline Value and Targets for Emissions Reduction from CMAQ Projects in the Boston Region

Performance Measure	FFYs 2018–21 Measure Value (Baseline)	Two-Year Target (FFYs 2022–23)	Four-Year Target (FFYs 2022–25)
Daily kilograms of carbon monoxide emissions reduction from CMAQ projects in Boston region nonattainment or maintenance areas	0	0.354	0.354

CMAQ = Congestion Mitigation and Air Quality Improvement. FFY = federal fiscal year. MPO = metropolitan planning organization.
Source: Boston Region MPO staff.

Excessive Roadway Delay Targets

MassDOT and the Boston Region MPO also examine mobility using measures they must monitor to meet CMAQ requirements. These measures are designed to help FHWA, states, and MPOs better understand the impacts of CMAQ investments, which are intended to contribute to air quality improvements and provide congestion relief. CMAQ performance measures related to traffic congestion apply to urbanized areas (UZAs) that contain geographic areas designated as nonattainment areas because they do not meet the US Environmental Protection Agency (EPA)

standards for criteria air pollutants and precursors from mobile sources.[23] The measures also apply to geographic areas, designated as maintenance areas, that have a history of being in nonattainment and are thus required to maintain air quality monitoring and standard conformity processes.

States must be involved in setting targets for CMAQ traffic performance measures if (1) they have mainline highways on the NHS that cross part of a UZA with a population of more than one million; and (2) that UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants. Similarly, MPOs must participate in target setting for the traffic congestion measures if (1) the region contains mainline highways on the NHS that cross part of a UZA with a population of more than one million; and (2) the part of the MPO area that overlaps the UZA contains part of a nonattainment or maintenance area for relevant criteria pollutants. Massachusetts and the Boston Region MPO each meet these respective criteria and, therefore, must be involved in monitoring and setting targets for traffic congestion performance measures for the Boston MA-NH-RI UZA, which encompasses several MPO areas in eastern Massachusetts, New Hampshire, and Rhode Island agencies in each UZA that are responsible for these traffic congestion measures set two-year and four-year targets.

The first of these CMAQ traffic congestion measures is *annual hours of peak hour excessive delay (PHED) per capita*, which estimates the excessive delay experienced by a UZA's population from travel on the NHS during peak periods. States and MPOs calculate this measure using several component metrics:

- Hours of excessive delay during peak periods. For each NHS segment, states and MPOs determine a threshold speed and use this value and the segment length to establish an excessive delay threshold travel time (EDTTT).[24] They determine the amount of travel time for all vehicles that exceeded the EDTTT during weekday peak periods.[25] This remainder is the excessive delay for that NHS segment. Travel-time data for NHS segments must be derived by this calculation; these data are provided by the NPMRDS. This excessive delay value is calculated for peak periods for all NHS segments for a full year.
- Number of travelers during peak periods. To calculate this figure, states and MPOs use average annual daily traffic (AADT) estimates for NHS segments and then apply factors to adjust these estimates to reflect weekday peak hours and average vehicle occupancies.
- UZA Population. Population figures are provided by the US Census Bureau.

[23] *A precursor is a chemical compound that reacts with other chemical compounds in the presence of solar radiation to form pollutants.*

[24] *FHWA requires state DOTs and MPOs to use 60 percent of the posted speed limit for the segment or 20 miles per hour, whichever is greater, for the threshold speed.*

[25] *FHWA requires states and MPOs to use the period from 6:00 AM to 10:00 AM to represent the morning peak period, but it allows these agencies to choose either 3:00 PM to 7:00 PM or 4:00 PM to 8:00 PM to represent the evening peak period. MassDOT and NH DOT selected the period from 3:00 PM to 7:00 PM to represent the evening peak period for the Boston MA-NH-RI UZA.*

The PHED per capita measure is calculated at the Boston MA-NH-RI UZA level by multiplying the hours of excessive delay during peak periods by the number of travelers during peak periods, and then dividing that total by the UZA population.

When proposing targets, MassDOT and New Hampshire Department of Transportation (NH DOT) reviewed NPMRDS travel time data, speed data, and AADT information for NHS roadways. These agencies also reviewed population data from the ACS and the 2020 Decennial Census. As previously discussed, changes in travel patterns in response to the COVID-19 pandemic and related public and private sector responses caused fluctuations in annual hours of PHED. When creating projections for this measure, MassDOT and NH DOT created an initial trend line based on a five percent growth rate, which reflects half of the rate of increase in PHED per capita between 2018 and 2019 (prior to the COVID-19 pandemic). This five percent growth rate accounts for the fact that traffic had not yet returned to pre-pandemic levels. However, MassDOT and NH DOT acknowledge the large degree of uncertainty surrounding future demand for travel, including on the NHS. Travel activity for 2021, the most recent full year of data, is still heavily influenced by the pandemic and public and private sector responses, and the future growth rate of PHED per capita may be larger than anticipated.

Given the uncertainty in terms of travel demand, particularly in the near term, MassDOT and NH DOT proposed a target of 24 annual hours of PHED per capita for the end of CY 2023. Staff from these agencies considered this target value be attainable under a range of potential PHED growth rates. Staff from MassDOT and NH DOT proposed a target of 22 hours of PHED per capita for the end of CY 2025, which assumes that strategies and policies are implemented to mitigate growth in congestion over this four-year period. The Boston Region MPO board voted to adopt these targets in October 2022. Table 4-30 summarizes the proposed target values.

Table 4-30
Baseline Value and Targets for Annual Hours of Peak Hour Excessive Delay Per Capita in the Boston MA-NH-RI UZA

Geographic Area	2017 Measure Value (Baseline)	Two-Year Target (CY 2022–23)	Four-Year Target (CY 2022–25)
Boston Urbanized Area	18.0	24.0	22.0

CY = calendar year. FHWA = Federal Highway Administration. MA = Massachusetts. MPO = metropolitan planning organization. NH = New Hampshire. PHED = peak hours of excessive delay. RI = Rhode Island. UZA = urbanized area.
Sources: National Performance Management Research Data Set, US Census Bureau, FHWA, the Massachusetts Department of Transportation, the New Hampshire Department of Transportation, Cambridge Systematics, and the Boston Region MPO staff.

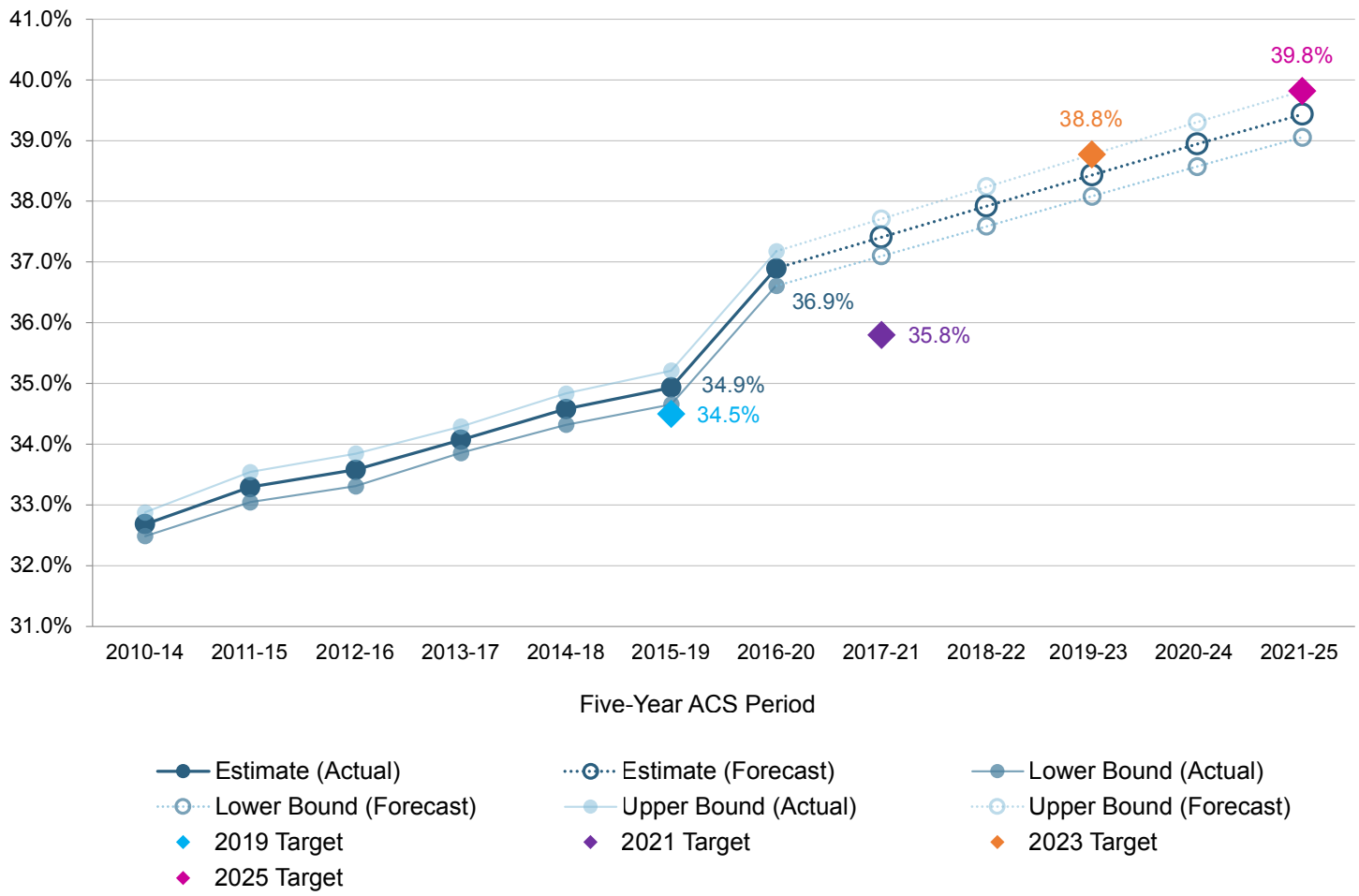
Non-Single-Occupant-Vehicle Travel Targets

States and MPOs that meet applicability criteria for CMAQ performance requirements must also monitor and set targets for the share of non-single-occupant-vehicle (non-SOV) travel. This measure is calculated at the UZA level. The percent of non-SOV travel performance measure describes the extent to which people are using alternatives to single-occupancy vehicles to travel and, thus, helping to reduce traffic congestion and air pollution from mobile sources.

In 2018, MassDOT, NH DOT, the Boston Region MPO, and NMCOG (the Northern Middlesex MPO) worked collaboratively to set initial targets for this performance measure for the Boston MA-NH-RI UZA using American Community Survey (ACS) five-year period estimates. At that time, these agencies examined changes in the percentage of workers using non-SOV commuting options in the Boston MA-NH-RI UZA between 2012 (2008–12 ACS estimate) and 2016 (2012–16 ACS estimate). These data showed an increase in use of non-SOV commuting options over time. MassDOT calculated a linear trend line for the Boston MA-NH-RI UZA and used that trend line to project expected values as of the end of calendar year (CY) 2019 (the expected 2015–19 ACS estimate) and CY 2021 (the expected 2017–21 ACS estimate). In 2020, MassDOT, NH DOT, the Boston Region MPO, and NMCOG revisited the targets for the percent of non-SOV travel measure.

Figure 4-9 shows past non-SOV travel estimates, projections based on a trend line reflecting an approximately seven percent increase in non-SOV travel in the UZA between 2020 and 2025, and proposed targets. This figure also reflects upper and lower-bound estimates and projections, based on estimated margins of error from the ACS. Based on this trend line, staff from these agencies proposed a 2023 non-SOV travel target (reflecting a 2019–23 ACS estimate) of 38.8 percent and a 2025 target (reflecting a 2021–25 ACS estimate) of 39.8 percent.

Figure 4-9
Performance Values and Targets for the Percent of Non-SOV Travel in the Boston MA-NH-RI UZA



Notes: Values in this figure reflect five-year rolling averages for the percent of non-SOV travel to work for workers ages 16 and older.

ACS = American Community Survey. MA = Massachusetts. MPO = metropolitan planning organization. NH = New Hampshire. Non-SOV = non-single-occupancy vehicle. RI = Rhode Island. UZA = urbanized area.

Sources: US Census Bureau, ACS Five-Year Estimates (Table DP03, "Selected Economic Characteristics"); the Massachusetts Department of Transportation; the New Hampshire Department of Transportation; and the Boston Region MPO staff.

Table 4-31 lists the baseline and performance targets for the percent of non-SOV travel measure.

Table 4-31
Performance Values and Targets for the Percent of Non-SOV Travel in the Boston MA-NH-RI UZA

Geographic Area	Baseline Value (CYs 2016–20 average)	Two-Year Target (CYs 2019–23 average)	Projected Two-Year Target (CYs 2021–25 average)
Boston UZA	36.9%	38.8%	39.8%

Note: Values in this table reflect five-year rolling averages for the percent of non-SOV travel to work.

CY = calendar year. MA = Massachusetts. NH = New Hampshire. Non-SOV = non-single-occupancy vehicle. RI = Rhode Island. UZA = urbanized area.

Sources: US Census Bureau, ACS Five-Year Estimates (Table DP03, "Selected Economic Characteristics"); the Massachusetts Department of Transportation; the New Hampshire Department of Transportation; and the Boston Region MPO staff.

TIP Projects Supporting Clean Air and Healthy Communities Performance

The MPO uses evaluation criteria to assess the projected transportation-related emissions from each project that is a candidate for Regional Target funding, both for CO_2 and other air quality pollutants and precursors, among other environmental considerations. Transportation projects can support reductions in CO2, VOCs, NOx, and CO by improving traffic flow and providing alternatives to SOV travel, including bicycle, walking, and transit options.

Table 4-32 displays the CO_2 and other emissions reductions the MPO expects from projects it has programmed using its Regional Target funds. MPO staff estimates emissions for projects using MassDOT's air quality analysis worksheets for each project type and the EPA's Motor Vehicle Emission Simulator (MOVES) emission factors.

MPO staff-identified project-related metrics to determine how its Regional Target-funded roadway projects could improve the transportation system in ways that contribute to more reliable, less congested travel on the NHS or that encourage more non-SOV travel. The following project types are recognized:

Projects that improve roadway geometry or signalization on the NHS, particularly on segments considered to be unreliable, might improve overall travel time reliability on that system.

- Projects that reduce vehicle hours of delay, particularly on the NHS, may also reduce annual hours of PHED per capita.
- Projects that add to the region's sidewalk or bicycle and pedestrian facility networks, that support access to transit, or that provide new non-SOV options might encourage use of non-SOV modes. These projects also help to create connectivity in the bicycle and pedestrian networks identified in the Massachusetts Bicycle Transportation and Pedestrian Transportation Plans.

Table 4-32
Regional Target Projects: Clean Air and Healthy Communities Performance Metrics

Metric	Value
Projects aimed at increasing non-SOV travel	36
Projects aimed at reducing excessive congestion delays	39
Projects aimed at emission reductions	59
Annual kilograms of CO_2 reduced	7,780,100 kilograms
Annual kilograms of other emissions (VOCs, NO_x, and CO) reduced	11,100 kilograms

CO = carbon monoxide. CO_2 = carbon dioxide. MPO = metropolitan planning organization. NOx = nitrogen oxide. SOV = Single Occupancy Vehicle. VOC = volatile organic compounds.

Source: Boston Region MPO staff.

Starting in FFY 2025, the Transit Transformation Program will include projects that will help reduce emissions by encouraging non-SOV travel or by changing the amount or type of energy these assets use. Similarly, future projects in the Community Connections program will encourage non-SOV travel and emissions reductions by addressing first- and last-mile needs.

MassDOT, MBTA, and RTA projects and programs also support improvements to air quality and the environment. For example, as described in Chapter 3, both the MBTA and MWRTA's capital programs include capital investments in fleet electrification and electric vehicle charging facilities. Appendix B provides more detailed information and assessments of the GHG impacts of MassDOT, MBTA, CATA, and MWRTA projects and programs. MassDOT sets separate CMAQ emissions reduction performance targets and tracks the relationship between its projects and those targets.[26]

[26] *An On-Road Mobile Source Emissions Reductions Report for Massachusetts is available at www.fhwa.dot.gov/tpm/reporting/state/emissions.cfm?state=Massachusetts.*

Future Activities to Improve and Monitor Clean Air and Healthy Communities Performance

The GWSA and FHWA's CMAQ performance management requirements create frameworks that reinforce coordination between the MPO, MassDOT, and the region's transit providers as they make investments to support clean air and sustainable communities. Future performance activities in this area may include the following:

- Improve methods for understanding how transportation projects may improve air quality and other environment-related outcomes.
- Continue to implement the MPO's updated TIP project selection criteria pertaining to clean air and sustainable communities, and further integrate these criteria into the MPO's performance monitoring activities.
- Explore other performance measures related to air quality and the environment.

Resiliency Performance

Relevant Goals, Policies, and Plans

The MPO seeks to provide transportation that supports sustainable environments and enables people to respond to the effects of climate change. There are several resiliency objectives that the MPO is working toward:

- Prioritizing investments that make the region's infrastructure more resilient and responsive to current and future climate hazards
- Making resiliency investments in disadvantaged communities and areas that bear disproportionate climate and environmental burdens
- Investing in transportation that improves emergency access and protects evacuation routes
- Uses nature-based strategies that reduce negative impacts such as runoff, and impacts to water sources, open space, and environmentally sensitive areas

MAPC's regional plan, *MetroCommon 2050*, helps shape resilience efforts in the region and informs the MPO's approach to setting resiliency objectives. The plan aims to reduce environmental harm in communities disadvantaged by environmental burdens, boost emergency response contingencies, and invest in critical systems and infrastructure, including transportation. Similarly, the Commonwealth has several resiliency initiatives, toolkits, and emergency preparedness guidelines for protecting vulnerable populations and infrastructure. More specific to transportation, MassDOT's Flood Risk Assessment identifies flood exposure to the in-state NHS roads and bridges, rail lines, MassDOT facilities, and public airports.

Resiliency Performance Measures

In the LRTP Needs Assessment, the MPO published several measures on Resiliency. The Needs Assessment contains data on flood risk to key infrastructure in the transportation system, including critical facilities and MBTA catchment areas, and to communities with transportation equity populations. Additionally, the Needs Assessment shows risks on the aforementioned transportation facets in regard to heat risk. The report also shows a survey of municipal efforts from the Commonwealth's Municipal Vulnerability Preparedness (MVP) program. All of these measures help inform MPO staff about short-term and long-term risks to the region's transportation system.

TIP Projects Supporting Resiliency

When evaluating projects that are candidates for Regional Target funding, resiliency is an important consideration. Many TIP projects have resilience components, including the reconstruction of Argilla Road in Ipswich. Table 4-33 provides some highlights of how Regional Target-funded projects in this TIP address resiliency.

Table 4-33
Regional Target Projects: Resiliency Performance Metrics

Metric	Value
Projects that make infrastructure more resilient and responsive to current and future climate hazards	15 projects
Projects that invest in resiliency in disadvantaged communities and areas that bear disproportionate climate and environmental burdens	4 projects
Projects that improve emergency access and evacuation routes	6 projects
Projects that use nature-based strategies to reduce runoff, negative impacts to water resources, open space, and environmentally sensitive areas	13 projects

Source: Boston Region MPO staff.

Future Activities to Improve and Monitor Resiliency Performance

The MPO has several avenues for investing in a more resilient future. The TIP's investment programs, Complete Streets, Intersection Improvements, Major Infrastructure, and Transit Transformation, all consider resilience when assessing projects. The ongoing MPO programs, including the Climate Resilience Program and Transportation Equity Program, move resiliency efforts forward on a rolling basis. Additionally, the MPO plans to use studies to improve engagement on resiliency and environmental outreach, as well as on travel patterns in relation to flooding and emergencies.

Future activities may also include the following:

- Explore other performance measures related to resiliency
- Improve methods for understanding how transportation projects may affect resiliency and the impacts of climate change

Summary: Regional Target-Funded Projects Supporting MPO Goal Areas

Table 4-34 highlights some of the ways that the MPO's FFYs 2025–29 Regional Target-funded projects support improved performance in the MPO's various goal areas.

Table 4-34
FFYs 2025–29 TIP Target Program: Projects by the Numbers

Total	Type	Impact
70	Regional target projects	Improve performance in MPO goal areas including safety, mobility, congestion, and bridge and pavement conditions
16	New design projects	Design funding sets up projects for future success in the construction planning phase
15	Project areas that address locations of fatal and injury crashes	Improved safety for people walking, biking, rolling, and driving
63	Lane miles of substandard pavement improved	Improve pavement condition
6	Bridge structures	Improve bridge conditions
45	Projects that improve intermodal connections or access to transit	Improve mobility for transit riders
4	Transit station improvements	Improve transit asset conditions
1	Projects that expand transit service	Increase mobility for transit riders
42.5	New lane miles to bike and shared use path network	Improve mobility for bicyclists
36	Improved bikeshare stations	Increase mobility access
26.6	New miles to sidewalk network	Improve mobility for pedestrians

(Table 4-34 cont.)

Total	Type	Impact
20	Projects that improve multi-modal access to jobs, affordable housing, and other key destinations	Increase access to economic opportunity
39	Projects aimed at reducing excessive congestion delay	Decrease congestion
7.78 million kg	CO2 reduced per year	Improve air quality
15	Projects that make infrastructure more resilient and responsive to current and future climate hazards	Increase resiliency to climate hazards in vulnerable areas
45	These projects will occur in 45 cities and towns	Shared benefits throughout the region

CO_2 = carbon dioxide. kg = kilograms.
Source: Boston Region MPO staff.

PERFORMANCE MONITORING, REPORTING, AND EVALUATION

The three key phases in the MPO's PBPP process—planning, investing, and monitoring and evaluating—were discussed earlier in this chapter. Within this framework, the MPO's TIP relates primarily to the first two phases, focusing on the relationship between the goals and objectives and performance requirements in the MPO's planning framework and ways the MPO will invest its capital dollars in upcoming federal fiscal years. Other MPO activities relate more directly to the monitoring and evaluation phase of PBPP:

- The MPO's current LRTP, *Destination 2050*, contains a Needs Assessment report that describes the MPO's performance measures and targets as of July 2023. This report includes an assessment of the Boston region's current performance with respect to baseline data and, where feasible, past performance targets.
- The MPO will also report on its progress through federally required performance plans and reports, such as its CMAQ performance plans and progress reports.
- The MPO also describes progress on its PBPP web page (bostonmpo.org/performance). This web page provides ongoing updates about the MPO's target-setting activities for federally required performance measures, as well as a link to the MPO's Performance Dashboard, which provides visualizations of the performance of the Boston region's transportation system on a variety of transportation-related metrics.
- The MPO supplements these monitoring and reporting activities with specific evaluation studies—such as TIP Before-and-After studies—that it conducts through its Unified Planning Work Program to better understand the outcomes of MPO investments.

The Commonwealth and the region's transit agencies also have reporting and evaluation responsibilities. MassDOT and the Commonwealth's Executive Office of Public Safety and Security report roadway safety target information annually to FHWA and NHTSA. MassDOT reports other statewide performance targets and related information to FHWA on a biennial basis via FHWA's Performance Management Form. The MBTA, MWRTA, and CATA must report their asset inventory and condition data to the FTA's National Transit Database (NTD) and provide information about the progress that has been made with respect to performance measures and targets as compared to previous reports. These transit agencies also regularly report data about safety outcomes to the NTD, and their annual reviews of their PTASPs and safety targets also create opportunities for them to evaluate their performance.

Going forward, the MPO will incorporate the results of these reports and evaluations to use in its future planning and investment activities. These activities may include identifying new ways to bring information about performance into the MPO's LRTP and TIP development processes, such as by updating project selection criteria or providing information through other means. This work would help the MPO develop scenarios to explore how various transportation investments made through the LRTP could support various goals and performance areas. Over time, activities like these will help ensure that the MPO's investments are helping to meet its vision and goals for the region's transportation system.

JACKSON SQUARE

Chapter 5

Determination of Air Quality Conformity

Credit: Susana Hey, MBTA

BACKGROUND

This chapter documents the latest Transportation Improvement Program (TIP) air quality conformity determination for the 1997 Ozone National Ambient Air Quality Standards (NAAQS) and carbon monoxide (CO) NAAQS in the Boston Region Metropolitan Planning Organization (MPO) area. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance.

Introduction

The 1990 Clean Air Act Amendments (CAAA) require MPOs within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and TIPs, and at such other times as required by regulation. CAAA Section 176(c) (Title 42, United States Code [USC], Section 7506 [c]) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that

- will not cause or contribute to new air quality violations;
- worsen existing violations; or
- delay the timely attainment of the relevant NAAQS or any interim milestones (42 USC 7506[c][1]).

The United States Environmental Protection Agency's (EPA) transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP (Title 40, Code of Federal Regulations [CFR], Parts 51.390 and 93).

A nonattainment area is one that the EPA has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been redesignated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the SIP for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

Legislative and Regulatory Background

The Commonwealth of Massachusetts was previously classified as a nonattainment area for ozone and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. The Western Massachusetts ozone nonattainment area included Berkshire, Franklin, Hampden, and Hampshire counties. With these classifications, the 1990 CAAA required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation, to achieve attainment of the ozone standard.

The 1970 Clean Air Act defined a one-hour NAAQS for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The Commonwealth of Massachusetts was classified as being in serious nonattainment of the one-hour ozone standard and was required to achieve attainment by 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific research showed that ozone could affect human health at lower levels and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle the courts upheld it. The new standard was finalized in June 2004. The new eight-hour standard is 0.08 parts per million (ppm) averaged over eight hours, and this level is not to be exceeded more than once per year. With this new standard, nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts was classified as being in moderate nonattainment for the eight-hour standard and again was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, the EPA published revisions to the eight-hour ozone NAAQS, establishing a level of 0.075 ppm (Volume 73, Federal Register [FR], page 16438; March 27, 2008). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration, keeping the standard as 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011, proposing that only Dukes County be designated as a nonattainment area for the new proposed 0.075 ppm ozone standard. The Commonwealth of Massachusetts concurred with these findings.

On May 21, 2012, the final rule (77 FR 30088) was published in the Federal Register. This rule defined the 2008 NAAQS as 0.075 ppm, the standard that was promulgated in March 2008. A second rule (77 FR 30160) published on May 21, 2012, revoked the 1997 ozone NAAQS effective one year after the July 20, 2012, effective date of the 2008 NAAQS.

Also, on May 21, 2012, the Federal Register published the air quality designation areas for the 2008 NAAQS. Dukes County was the only area in Massachusetts designated as a nonattainment area. All other Massachusetts counties were designated as attainment/unclassifiable for the 2008 standard.

On March 6, 2015, EPA published the final rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule" (80 FR 12264), effective April 6, 2015. This rulemaking confirmed the removal of transportation conformity to the 1997 ozone NAAQS and the replacement with the 2008 ozone NAAQS, which actually set a stricter level of allowable ozone concentration than the 1997 standards and designated Massachusetts (except for Dukes County) as attainment/unclassifiable.

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Management District v. EPA ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were designated either as nonattainment or maintenance areas for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked.

On November 29, 2018, EPA issued Transportation Conformity Guidance for the South Coast II Court Decision (EPA420-B-18-050, November 2018), which addressed how transportation conformity determinations could be made in these areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, were defined as orphan nonattainment areas—areas that were designated as nonattainment areas for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and as attainment areas for the 2008 ozone NAAQS in EPA's original designation rule for this NAAQS (77 FR 30160, May 21, 2012). As of February 16, 2019, conformity determinations are required in these areas.

CONFORMITY DETERMINATION

Ozone

After February 16, 2019, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS—intended as an anti-backsliding measure—now applies to both Massachusetts orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS in all of the Massachusetts MPOs' FFYs 2024–50 LRTPs. The latest conformity determination was finalized in July 2023, following all of the MPOs' endorsements of their LRTPs, and approved by the Massachusetts Divisions of FHWA and FTA on October 13, 2023. This conformity determination continues to be valid for the Boston Region MPO's FFYs 2025–29 TIP, and Massachusetts' 2025–29 State Transportation Improvement Program, as each is developed from the conforming FFYs 2024–50 LRTPs.

The transportation conformity regulation in 40 CFR § 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include a demonstration of fiscal constraint (§ 93.108), a basis on the latest planning assumptions (§ 93.110), use of the latest emissions model (§ 93.111), consultation (§ 93.112), provision for the timely implementation of transportation control measures (TCMs) (§ 93.113[b] and [c]), and consistency with an emissions budget and/or interim emissions tests (§ 93.118 and/or § 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR § 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the court for South Coast II upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, budget, or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Boston Region MPO's FFYs 2025–29 TIP can be demonstrated by showing that the remaining requirements in 40 CFR § 93.109 have been met. The following requirements regarding the use of the latest planning assumptions, consultation, timely implementation of TCMs, and fiscal constraint are defined in Section 2.4 of that guidance and addressed in the following sections.

Latest Planning Assumptions

The requirement to use the latest planning assumptions in 40 CFR § 93.110 generally applies to regional emissions analyses. In the areas subject to the 1997 ozone NAAQS, the requirement to use the latest planning assumptions applies to assumptions about TCMs in an approved SIP. (See the section titled Timely Implementation of Transportation Control Measures below).

Consultation

The consultation requirements in 40 CFR § 93.112 for interagency consultation and public consultation were addressed. Interagency consultation was conducted with FHWA, FTA, EPA Region 1, the Massachusetts Department of Environmental Protection (DEP), and the other Massachusetts MPOs on March 6, 2019, when the latest conformity-related court rulings and resulting federal guidance was discussed. Regular and recurring interagency consultations have been held on (at least) an annual schedule. The most recent conformity consultation was held on March 13, 2023. Ongoing consultation is conducted in accordance with the following items:

- The Commonwealth of Massachusetts' Air Pollution Control Regulations 310 CMR 60.03, "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded, or Approved Under Title 23 USC or the Federal Transit Act"

- The Commonwealth of Massachusetts' Memorandum of Understanding (MOU) between DEP, the Massachusetts Department of Transportation (MassDOT), and Massachusetts MPOs, and Regional Transit Authorities, titled "The Conduct of Air Quality Planning and Coordination for Transportation Conformity" (dated September 16, 2019)

Public consultation was conducted consistent with planning rule requirements in 23 CFR § 450. Title 23 CFR § 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, LRTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPOs' public engagement programs.

The Boston Region MPO's current Public Engagement Plan was endorsed by the MPO board in October 2021 and amended in September 2022. The Public Engagement Plan ensures that the public will have access to the TIP and LRTP and all supporting documentation, provides for public notification of the availability of the TIP and LRTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and LRTP and related certification documents. The plan is available at https://www.bostonmpo.org/public-engagement.

The public comment period for this conformity determination will commence on or about April 18, 2024. During the 21-day public comment period, any comments received will be incorporated into this TIP. This process will allow sufficient opportunity for public comment and for the MPO board to review the draft document. The public comment period will close on or about May 9, 2024, and the Boston Region MPO is expected to endorse this air quality conformity determination on or about June 6, 2024. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures

Transportation control measures were required in the SIP in revisions submitted to EPA in 1979 and 1982. All of these TCMs have been accomplished through construction projects or through implementation of ongoing programs. All of the projects have been included in the Boston Region MPO's TIPs (present and past) as recommended projects or projects requiring further study. Information on the Green Line Extension to Somerville and Medford, which was completed in 2022, is as follows:

Green Line Extension to Somerville and Medford Project—SIP Required Completion by December 2014

The Green Line Extension is a 4.7-mile light rail line, which extended the current Green Line service from a relocated Lechmere Station in East Cambridge to a terminus at College Avenue in Medford, with a spur to Union Square in Somerville. This project had a cost estimate of $2.289 billion. Funding came from a combined $1.99 billion in federal and state funds and pledged contributions totaling approximately $296 million from the Cities of Cambridge and

Somerville ($75 million), the Boston Region MPO ($157.1 million), and MassDOT ($64.3 million through Special Obligation Bonds). Cambridge and Somerville were refunded their full $75 million in November 2021.

In early 2017, the MBTA initiated a procurement process for a design-build entity to design and construct the project. In November 2017, approval was received to execute a design-build contract with Green Line Extension contractors. The notice to proceed under the contract was issued in December 2017. The FTA obligated an initial portion ($100 million) of the Capital Investment Grant funds for the project in December 2017, under the 2015 Full Funding Grant Agreement. Additional funds followed. The contract with Green Line Extension contractors was in the amount of $999.7 million.

The primary goals of the project were to improve corridor mobility, boost transit ridership, improve regional air quality, ensure equitable distribution of transit services, and support opportunities for sustainable development in Cambridge, Somerville, and Medford. In addition to the light rail service on two new branches extending from Lechmere Station to Union Square Station and College Avenue Station, the project included the construction of a vehicle maintenance facility and a multi-use path.

SIP Requirement Status

By filing an Expanded Environmental Notification Form, procuring multiple design consultants, and publishing both Draft and Final Environmental Impact Reports, MassDOT met the first four interim milestones associated with the Green Line Extension project. Since those filings, MassDOT committed substantial resources to the Green Line Extension project, a top transportation priority of the Commonwealth and the largest expansion of the MBTA rapid transit system in decades. The project then transitioned from the planning and environmental review phases to the design, engineering, and construction phases, and the tasks associated with programming federal funding began.

The timeline for overall project completion, however, was substantially delayed. In the 2011 SIP Status Report, MassDOT reported that the Green Line Extension project would not meet the legal deadline for completion by December 31, 2014. The delay triggered the requirement to provide interim emission reduction offset projects and measures for the period of the delay (beginning January 1, 2015). Working with the Central Transportation Planning Staff, MassDOT and the MBTA calculated the value for reductions of non-methane hydrocarbons, carbon monoxide, and nitrogen oxides that would be equal to or greater than the reductions projected to result from the operation of the Green Line Extension during the period of the delay, as specified in the SIP regulation.

In June 2012, MassDOT released a list of potential mitigation ideas received from the public that could be used as offset measures. In the summer and fall of 2012, MassDOT elicited public comments on these potential measures. Then the MBTA created an internal working group to determine a final portfolio of interim mitigation measures to implement by December 31, 2014, the legal deadline for the implementation of the Green Line Extension.

This work resulted in a recommendation to implement the following three interim mitigation measures, which collectively would meet the emissions reduction target for the project:

- Additional off-peak service along existing routes serving the corridor, including the Green Line, and MBTA bus Routes 80, 88, 91, 94, and 96
- Purchase of 142 new hybrid-electric vehicles for the MBTA's paratransit service, The RIDE
- Additional park-and-ride spaces at the Salem and Beverly intermodal facilities

The Petition to Delay was submitted to the DEP on July 22, 2014, and expanded further on the analysis and determination of the interim offset measures. In a letter dated July 16, 2015, the DEP conditionally approved MassDOT's request to delay the Green Line Extension project and the implementation of the above interim mitigation measures. Both the 2014 Petition to Delay and the July 2015 Conditional Approval are available on MassDOT's website.

The Green Line Extension to Union Square opened for service on March 21, 2022, and the extension to Medford opened on December 12, 2022.

Fiscal Constraint

Transportation conformity requirements in 40 CFR § 93.108 state that TIPs and LRTPs must be fiscally constrained so as to be consistent with the United States Department of Transportation's metropolitan planning regulations (23 CFR part 450). The Boston Region MPO's FFYs 2025–29 TIP is consistent with the required fiscal constraints, as demonstrated in this document.

Carbon Monoxide

The requirement to perform a conformity determination for carbon monoxide for the city of Waltham has expired. On April 22, 2002, the EPA classified Waltham as being in attainment for CO emissions. Subsequently, an EPA-approved CO limited maintenance plan was set up through the Massachusetts SIP to ensure that emission levels did not increase. While the maintenance plan was in effect, past TIPs and LRTPs included an air quality conformity determination against a "budget test" (using "hot spot" analyses as needed at the project level) for Waltham. As of April 22, 2022, however, the 20-year maintenance period for this CO area expired and transportation conformity is no longer required for this pollutant in this municipality. This ruling is documented in a letter from EPA dated April 26, 2022.

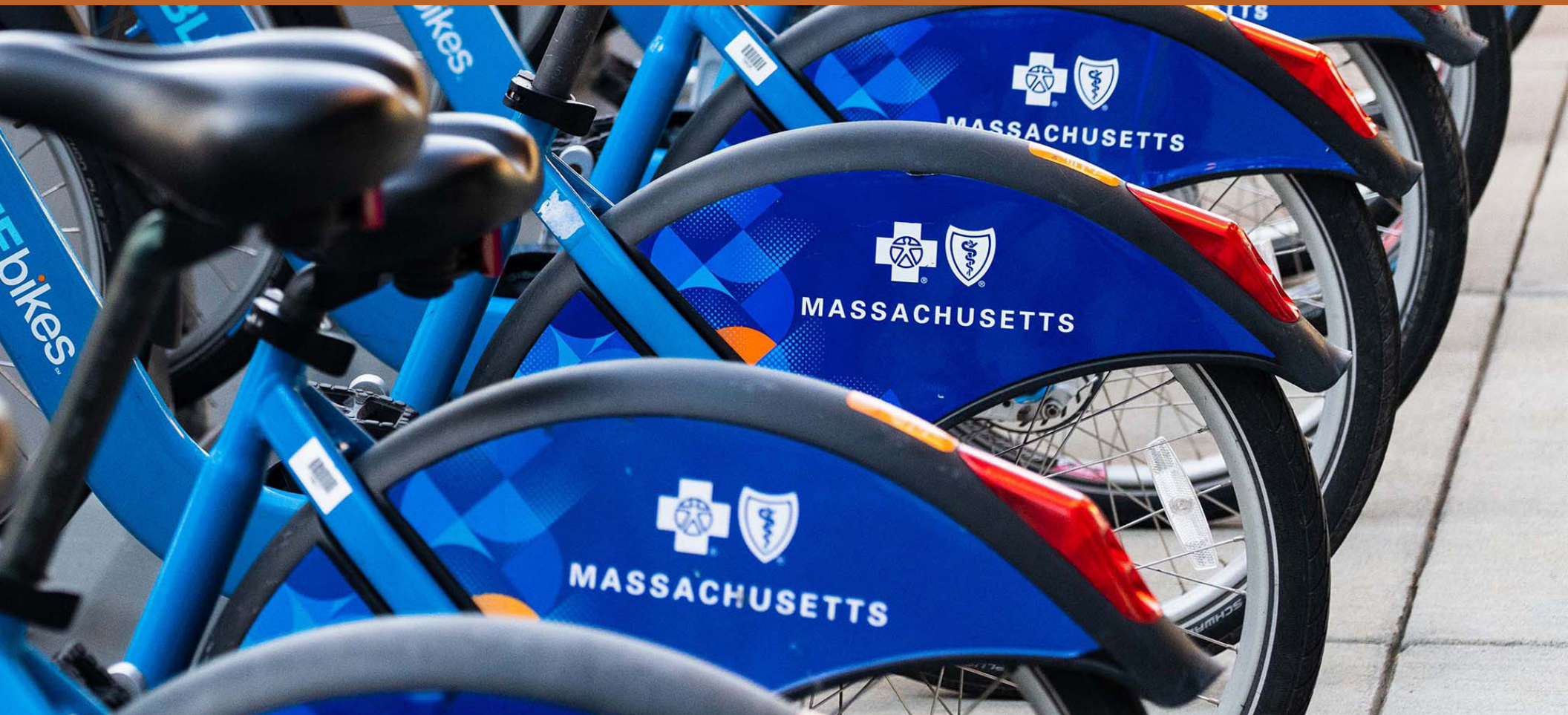
CONCLUSION

In summary and based on the entire process described above, the Boston Region MPO has prepared this conformity determination for the 1997 ozone NAAQS in accordance with EPA's and the Commonwealth of Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFYs 2025–29 TIP meets the Clean Air Act and Transportation Conformity Rule requirements for the 1997 ozone NAAQS and has been prepared following all the guidelines and requirements of these rules during this period.

Therefore, the implementation of the Boston Region MPO's FFYs 2025–29 TIP is consistent with the air quality goals of, and in conformity with, the Massachusetts SIP.

Chapter 6

Transportation Equity Performance Report



The Boston Region Metropolitan Planning Organization (MPO) monitors how the transportation projects it funds affect the region's most vulnerable populations and those who have been disproportionately affected by the region's transportation system. This helps ensure these populations are not further disproportionately burdened by or receive disproportionately fewer benefits from MPO-funded projects. This chapter discusses the results of equity analyses conducted for projects funded with Regional Target funds in the Federal Fiscal Years (FFYs) 2025–29 Transportation Improvement Program (TIP).[1]

THE MPO'S APPROACH TO EQUITY

The MPO's Transportation Equity (TE) goal, established in the 2023 Long-Range Transportation Plan (LRTP), *Destination 2050,* shapes the MPO's approach to transportation equity:

> *Facilitate an inclusive and transparent transportation planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.*

The MPO's practices to achieve this goal are guided by federal nondiscrimination and environmental justice laws and regulations. In addition, the MPO goes beyond federal requirements to fully meet the TE goal through more tailored and extensive public engagement, data analysis, and policy development.

As part of this work, MPO staff analyzes the impacts of projects that are candidates to receive Regional Target funds during the MPO's annual project evaluation process for the TIP. Then staff conduct equity analyses on the group of projects that are selected for funding. These reviews allow the MPO to assess how the projects perform relative to our equity goals, as well as progress in improving transportation outcomes for TE populations.

[1] *Regional Target funds are federal transportation funds that are programmed for projects at the discretion of each MPO. The Boston Region MPO has about $700 million in Regional Target funding the FFYs 2025–29 TIP.*

Transportation Equity Populations

The MPO considers six demographic groups to be TE populations—populations that are covered by federal directives and that have been disproportionately underserved and burdened by the transportation system. (Information on these mandates can be found in Appendix E.) TE populations include the following:

- people who identify as a minority[2]
- people with low incomes[3]
- people with limited English proficiency (LEP)[4]
- older adults (ages 75 and older)
- youth (ages 17 and younger)
- people with disabilities

NOTE ON DEMOGRAPHICS

The analyses for this TIP were based on demographic data from the 2020 Decennial Census and the 2018–22 American Community Survey (ACS). Census block groups or tracts were the geographic unit of analysis.[5] Results of analyses from previous TIP cycles are also presented in this chapter for comparison. See the notes at the end of this chapter for a list of data sources that were used to conduct the analyses.

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[2] *People who identify as a minority include those who identify as Hispanic or Latino/a/x and/or a race other than White. Minority status is calculated for the entire population. For conciseness, people who identify as minority are referred to as the "minority population" in the remainder of this document.*

[3] *A person is considered to have a low income if their annual family income is less than or equal to 200 percent of the poverty level for their family size. Low-income status is calculated for the population for which poverty status can be determined. For conciseness, people with a low income are referred to as the "low-income population" in the remainder of this document.*

[4] *People with limited English proficiency are those who report speaking English less than "very well" on the American Community Survey. LEP status is calculated for the population ages five and older.*

[5] *Census tracts are used to identify the percentage of people with disabilities. Census block groups are used to identify the percentage of all other equity populations.*

TRANSPORTATION EQUITY ANALYSES

Project Evaluation Criteria

The MPO's TE evaluation criteria assess the impacts of projects on TE populations and give higher scores to projects that are expected to provide greater benefits to these populations. These impacts include those related to safety, air quality, access to opportunities, and climate. This structure allows the MPO to assess transportation outcomes for TE populations, which aligns with the MPO's equity goal. The TE score as a percentage of a project's maximum possible score is about 20 percent. For the equity evaluation criteria and individual project scores, see Appendix A.

TIP Program Equity Analyses

As required by federal regulations, the MPO assesses the impacts of Regional Target projects, as a group, on TE populations. These analyses help the MPO to better understand the extent to which investments meet its TE goal and inform investment decisions.

The analyses in this chapter include only Regional Target projects and, in some cases, a subset of these projects, depending on data availability, as noted. Projects that are not included are as follows:

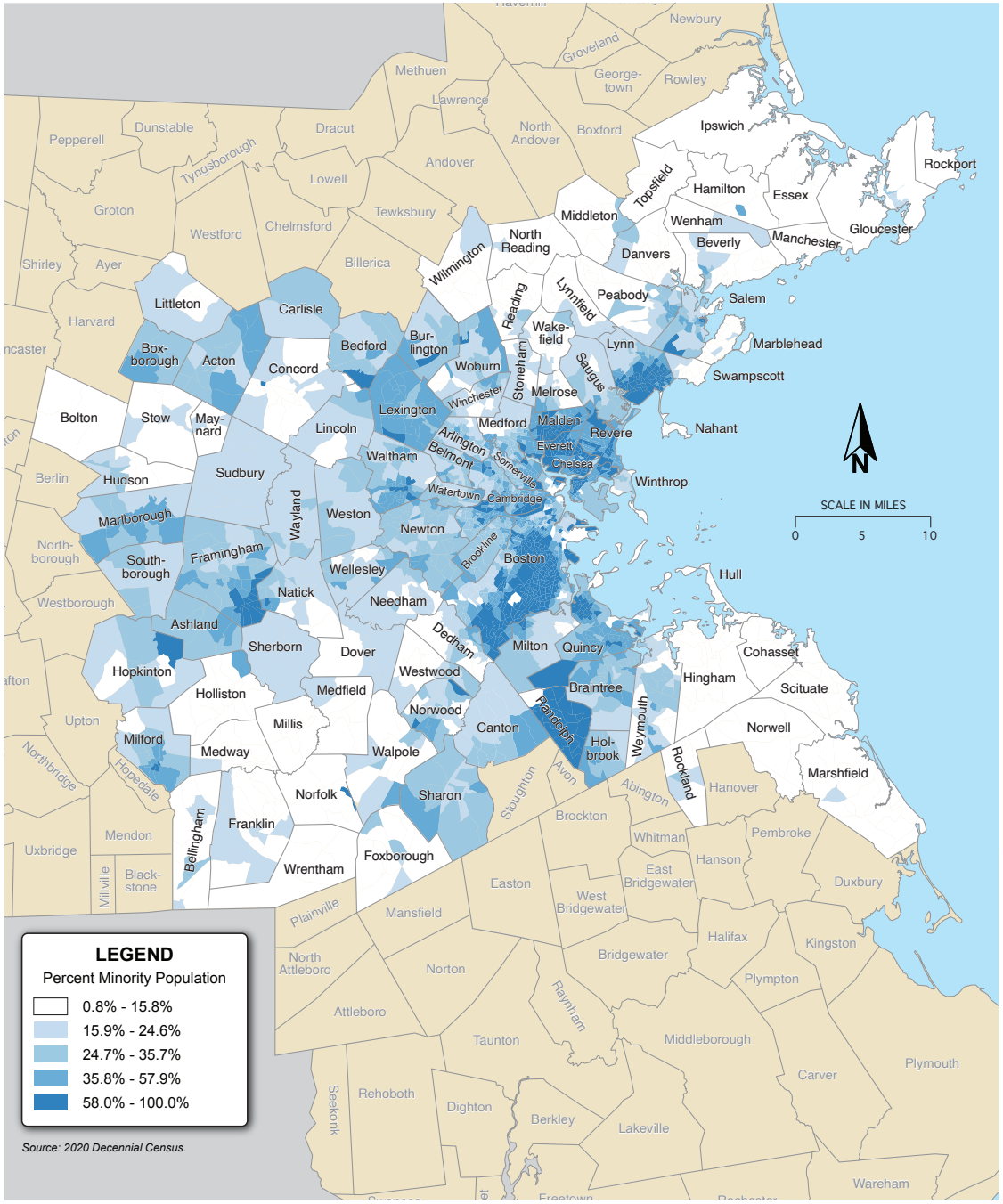
- Projects that are funded by other entities, such as MassDOT and the MBTA (equity impacts of projects funded by these agencies were assessed independent of the MPO's processes)
- Investment program funds reserved for funding in the later years of the TIP and not yet committed to specific projects ($8.4 million for Community Connections, $24.5 million for Transit Transformation, and $7 million for a Bikeshare State-of-Good-Repair Set-Aside)

Geographical Analyses

Transportation Equity Populations in the Boston Region

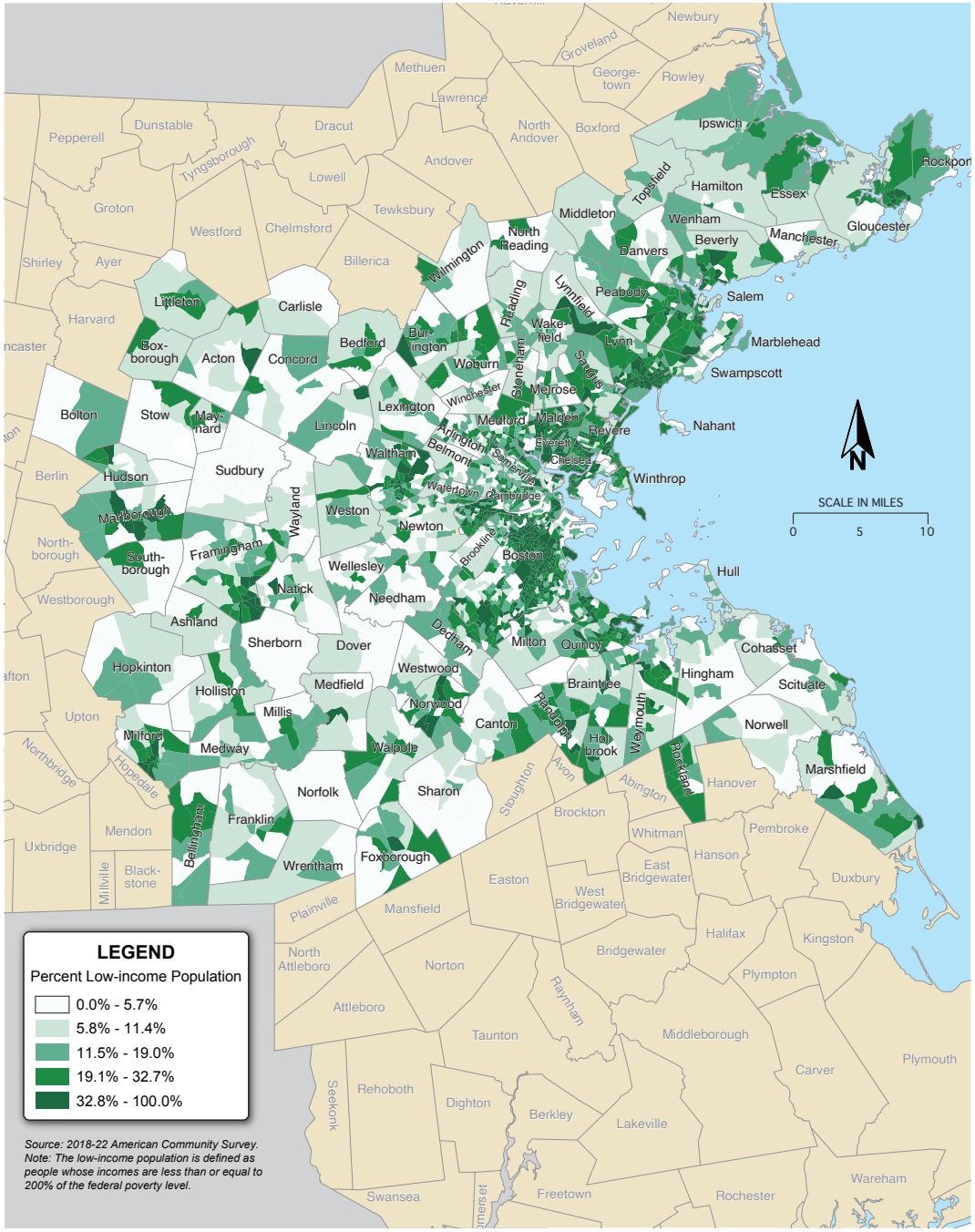
Figures 6-1 to 6-6 show the percent of each TE population in communities throughout the Boston region. In general, the minority population, people with low incomes, and people with limited English proficiency tend to live closer to or in Boston. On the other hand, people aged 75 or older, people aged 17 or younger, and people with disabilities are dispersed throughout the region.

Figure 6-1
Percentage of the Minority Population in the Boston Region



Source: 2020 Decennial Census.

Figure 6-2
Percentage of the Low-income Population in the Boston Region



Source: 2018-22 American Community Survey.
Note: The low-income population is defined as people whose incomes are less than or equal to 200% of the federal poverty level.

Figure 6-3
Percentage of People with Limited English Proficiency in the Boston Region

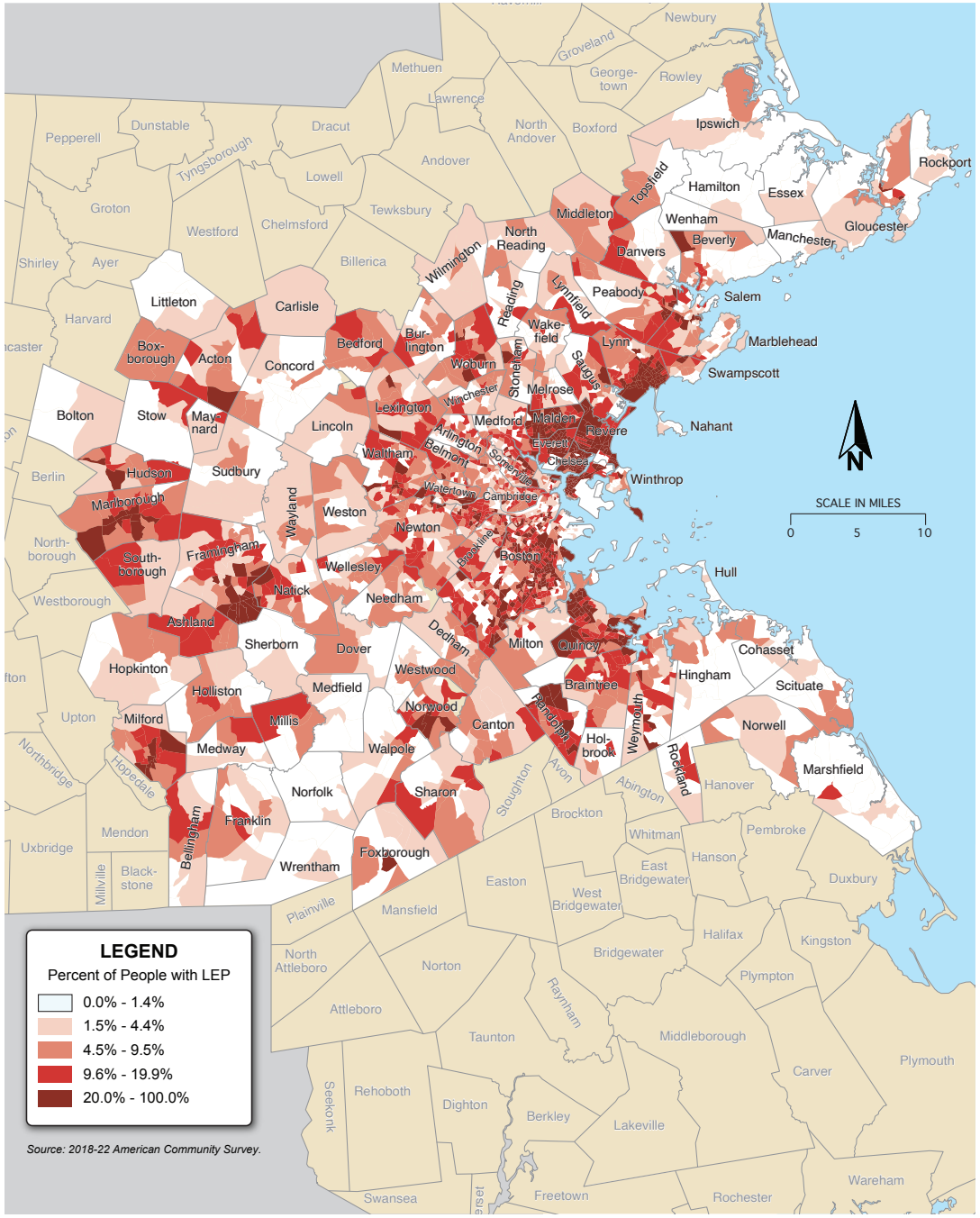
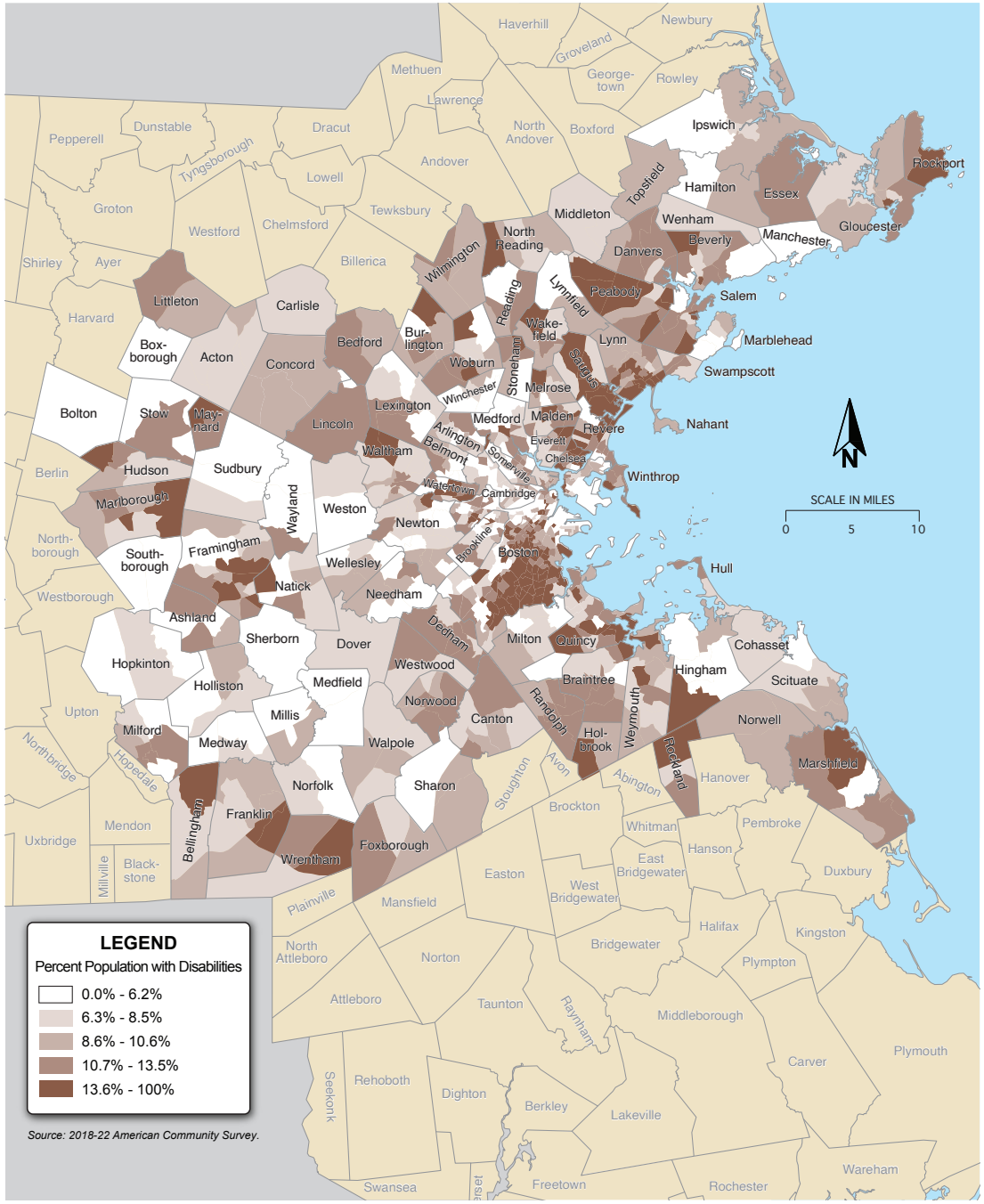
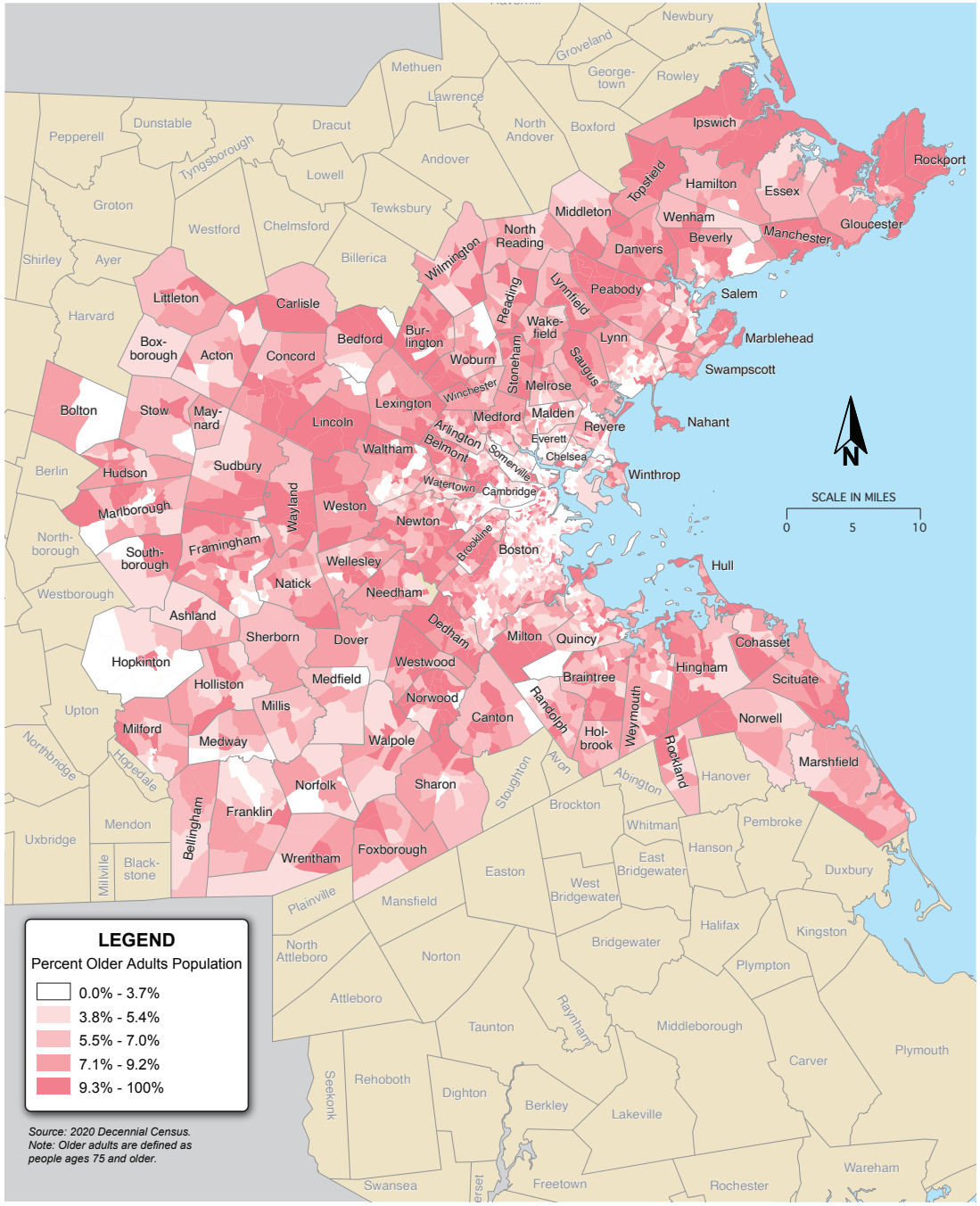


Figure 6-4
Percentage of People with Disabilities in the Boston Region



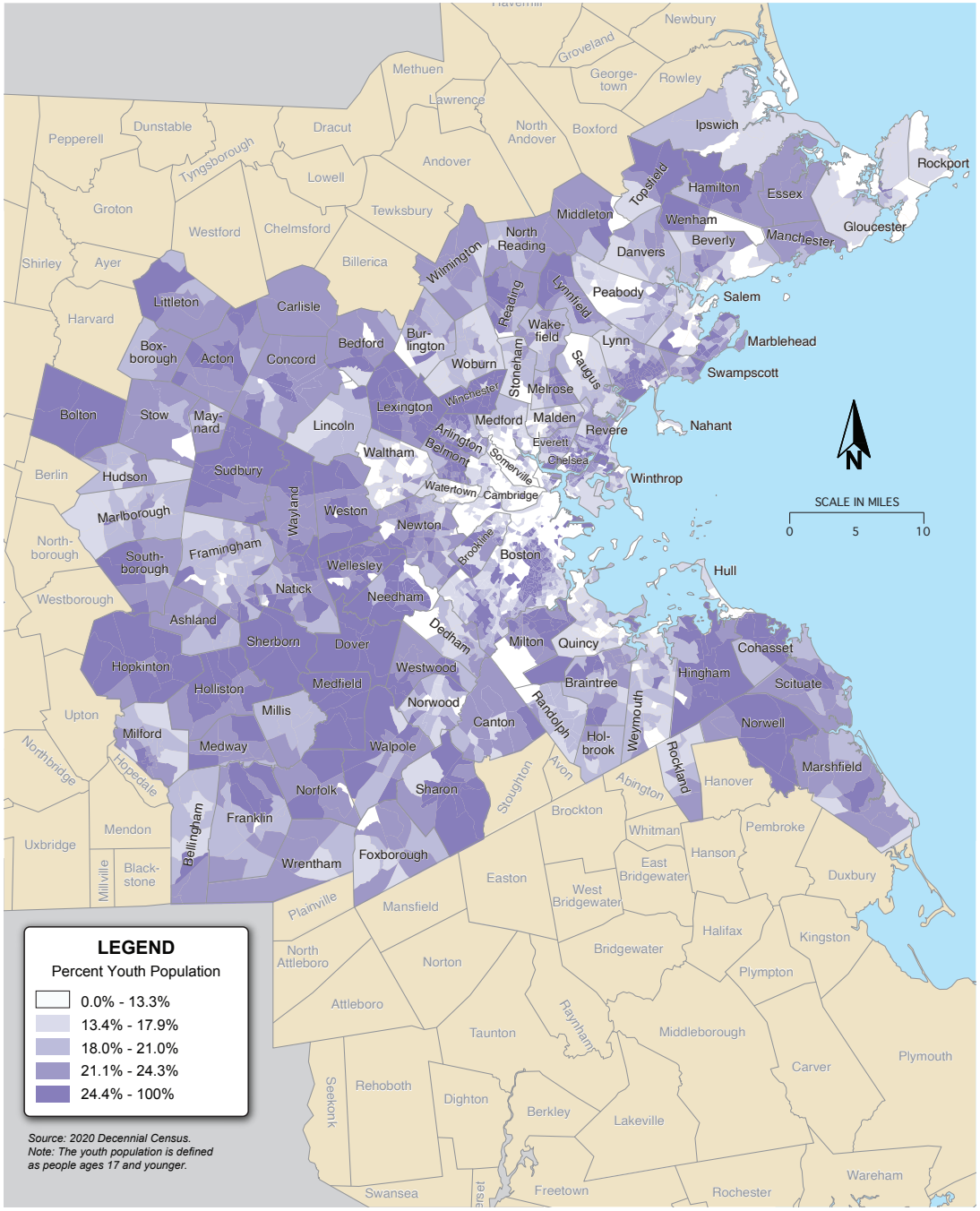
Source: 2018-22 American Community Survey.

Figure 6-5
Percentage of Older Adults in the Boston Region



Source: 2020 Decennial Census.
Note: Older adults are defined as people ages 75 and older.

Figure 6-6
Percentage of the Youth Population in the Boston Region



Source: 2020 Decennial Census.
Note: The youth population is defined as people ages 17 and younger.

TE Populations Served or Impacted by Regional Target-funded Projects

The analyses described in this section assessed which TE populations are likely to be served or impacted by Regional Target projects. Affected populations are considered those who live nearby, defined as one-half mile in most cases from project extents. Geographic proximity is an approximation that helps determine who is likely to use and be impacted by a project. For some projects, such as Bicycle Network and Pedestrian Connections projects, this measure is a reasonable representation as these projects are often designed and located in such a way to serve local residents. For other larger scale projects, such as Major Infrastructure projects, this may be a less accurate representation given that many users of these types of roadways or public transit lines live outside of the half-mile boundary. Some impacts, however, are local regardless of investment program, such as pollution from carbon monoxide and other transportation-related emissions.

Table 6-1 shows the TE population served or impacted by Regional Target-funded projects, compared to the regionwide population and percent.

Table 6-1
Transportation Equity Populations Served or Impacted by Regional Target Projects

TE Population	Regionwide Population	Percentage of Regionwide Population	Population Served in the FFYs 25–29 TIP	Percent of Regionwide TE Population in Project Areas
Minority population	1,223,835	36.5%	969,236	79.2%
Low-income population	626,191	19.4%	539,882	86.2%
People with LEP	362,679	11.5%	293,345	80.9%
People with disabilities	338,651	10.2%	236,193	69.7%
Older adult population	234,814	7.0%	143,593	61.2%
Youth population	634,486	19.0%	373,016	58.8%

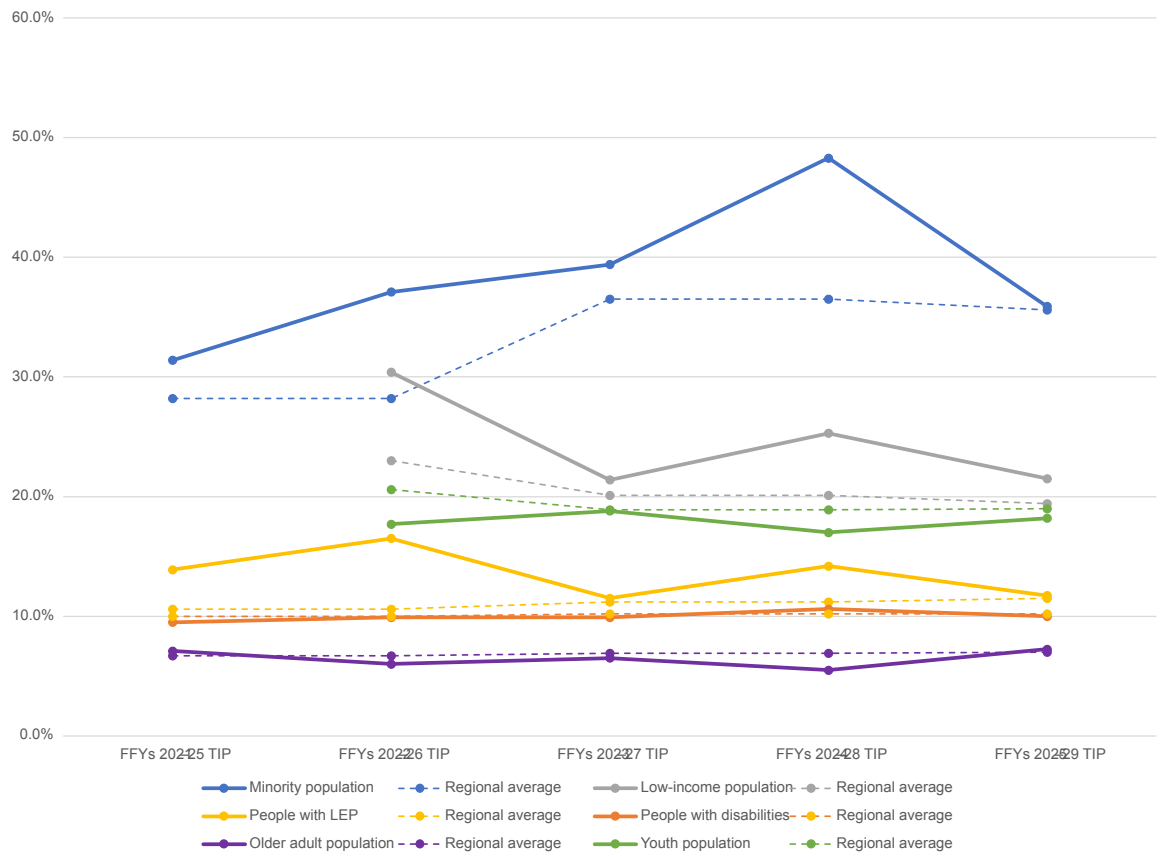
Note: People served or impacted may be double counted if they live in more than one project area. Projects funded by the MBTA use ridership data for the affected stop or line; CATA and MWRTA projects use regionwide averages as detailed ridership data are not available.

LEP = limited English proficiency. TE = transportation equity.

Sources: US Census Bureau and 2015–17 MBTA Systemwide Passenger Survey.

Figure 6-7 shows the percentage of TE populations served or impacted (out of the entire population served or impacted) by Regional Target projects in the last five TIPs. While the percentages of low-income and minority populations served have decreased since the last TIP, they remain at or above the regionwide percentages for these populations. The percent served of the other four TE populations remains approximately the same as their respective regionwide averages.

Figure 6-7
Transportation Equity Populations Served or Impacted by Regional Target Projects in TIP Cycles



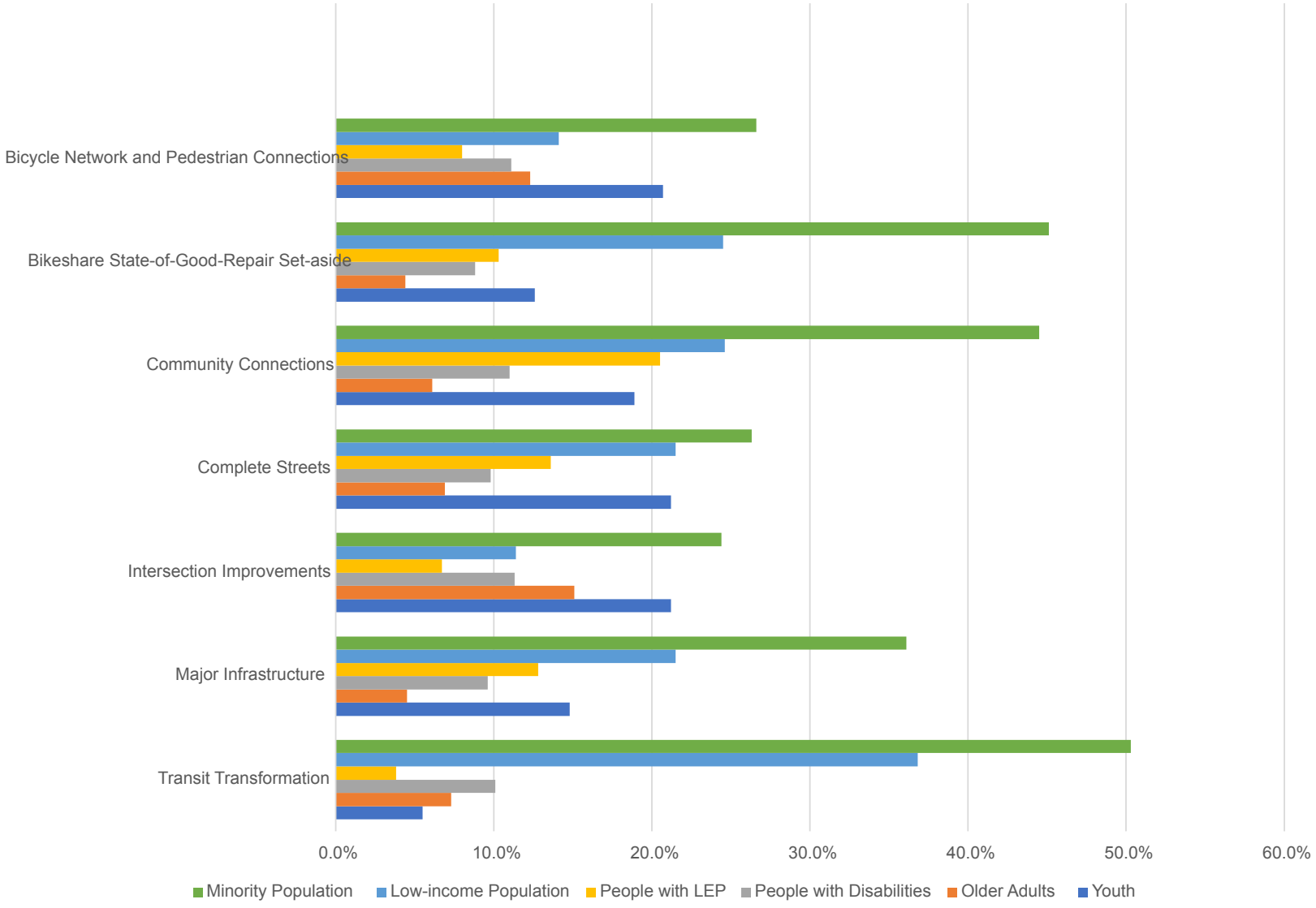
Notes: People aged 17 or younger were not considered among the TE population in the MPO's analyses until the FFYs 2022–26 TIP. Additionally, starting in the FFYs 2022–26 TIP, the low-income population was defined based on poverty status. People served or impacted may be double counted if they live in more than one project area. Projects funded by the MBTA use ridership data for the affected stop or line; CATA and MWRTA projects use regionwide averages as detailed ridership data are not available.

FFY = federal fiscal year. LEP = limited English proficiency. TE = transportation equity. TIP = Transportation Improvement Program.

Sources: US Census Bureau and 2015–17 MBTA Systemwide Passenger Survey.

Figure 6-8 shows the percentage of TE populations served or impacted (out of the entire population served or impacted) for each investment program. Some TE populations are likely to benefit from or be impacted by projects in certain investment programs. The minority population is most served by projects in the Transit Transformation and Major Infrastructure investment programs; the low-income population by the Transit Transformation and Community Connections programs; people with limited English proficiency by the Major Infrastructure and Community Connections programs; people with disabilities by the Bicycle Network and Pedestrian Connections and Intersection Improvement programs; older adults by the Bicycle Network and Pedestrian Connections and Intersection Improvement programs; and youth by the Intersection Improvement and Complete Streets programs.

Figure 6-8
Percent of Transportation Equity Populations Served or Impacted by Regional Target Projects by Investment Program



Note: People served or impacted may be double counted if they live in more than one project area. Projects funded by the MBTA use ridership data for the affected stop or line; CATA and MWRTA projects use regionwide averages as detailed ridership data are not available.

LEP = limited English proficiency.

Sources: US Census Bureau and 2015–17 MBTA Systemwide Passenger Survey.

Transportation Emission Impacts Analysis

Table 6-2 shows projected emissions reductions for TE and non-TE populations resulting from Regional Target projects in the TIP. Reductions are reported in kilograms per 1,000 people and are shown for the FFYs 2022–26, 2023–27, 2024–28, and 2025–29 TIPs. The changes shown are for each TIP and are not cumulative across all TIPs. Emissions measured for this table and Figure 6-9 are a sum of carbon monoxide, volatile organic compounds, and nitrogen oxide, calculated using Congestion Mitigation and Air Quality (CMAQ) spreadsheets. Note that not all Regional Target-funded projects were included in the analysis, only those for which CMAQ analyses could be conducted. Projects excluded include those initiated by MassDOT and the MBTA, bikeshare projects, and project design support projects.

Table 6-2
Combined Reduction in Carbon Monoxide, Volatile Organic Compounds, and Nitrogen Oxide Emissions per 1,000 People

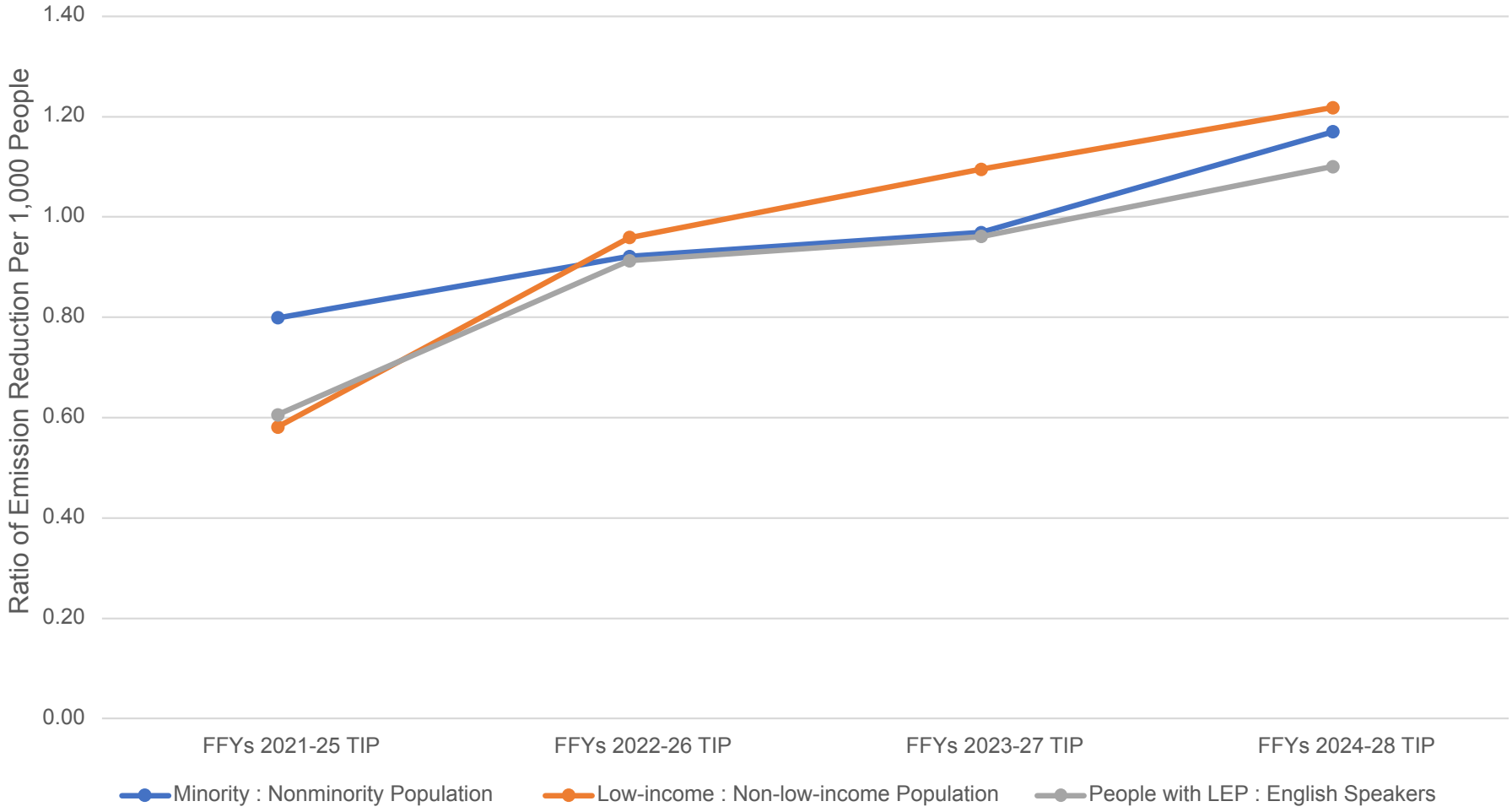
Population Groups	FFYs 2021–25 TIP	FFYs 2022–26 TIP	FFYs 2023–27 TIP	FFYs 2024–28 TIP	FFYs 2025–29 TIP
Minority population	-22.8	-47.6	-32.2	-59.2	-20.6
Nonminority population	-28.5	-51.6	-33.3	-50.6	-23.9
Low-income population	-21.9	-51.2	-36.3	-63.3	-21.7
Non-low-income population	-37.7	-53.4	-33.1	-52.0	-21.7
People with LEP	-18.0	-49.1	-32.3	-59.2	-3.7
People who speak English very well	-29.7	-53.8	-33.6	-53.7	-25.1
Older adult population	-36.0	-60.0	-37.6	-56.9	-27.3
People under the age of 75	-26.0	-49.5	-32.6	-53.0	-21.4
Youth population	N/A	-47.4	-32.9	-50.7	-23.4
Adult population	N/A	-50.7	-32.9	-54.0	-21.4
People with disabilities	-25.5	-51.2	-35.9	-58.1	-21.7
People without disabilities	-27.1	-50.5	-32.6	-52.9	-21.7

FFY = federal fiscal year. LEP = limited English proficiency. N/A = not applicable. TIP = Transportation Improvement Program.
Source: US Census Bureau and Boston Region MPO's Congestion Mitigation and Air Quality analyses.

Figure 6-9 compares the projected emissions reduction between TE and non-TE populations across the last five TIPs. It shows the ratio of the emissions reduction between each TE population and the respective non-TE population for the FFYs 2022–26, 2023–27, 2024–28, and 2025–29 TIPs. Ratios above one indicate that the TE population would receive greater air quality benefits than the non-TE population; ratios below one indicate the reverse. Note that because not all Regional Target-funded projects are included in this analysis, the results do not reflect the entirety of potential emissions impacts to Boston area residents.

The available emissions data show that emissions reductions may benefit older adults and youth, relative to their non-equity population counterparts, while the benefits may not be as significant for other equity populations. Of particular note is the decrease in air quality benefits for the LEP population, which may be attributable in part to the types of projects for which the analysis was done. When looking at the entirety of Regional Target-funded projects, the percent of people with limited English proficiency served or impacted by these projects has remained steady over the past several years (see Figure 6-7).

Figure 6-9
Reduction in Carbon Monoxide, Volatile Organic Compounds, and Nitrogen Oxide Emissions per 1,000 People



Notes: The youth population was not considered a TE population in the FFYs 2021–25 TIP. Projects funded by the MBTA use ridership data for the affected stop or line; CATA and MWRTA projects use regionwide averages as detailed ridership data are not available.

FFY = federal fiscal year. LEP = limited English proficiency. TE = transportation equity. TIP = Transportation Improvement Program.

Source: US Census Bureau and Boston Region MPO's Congestion Mitigation and Air Quality analyses.

Funding Distribution Analysis

The analyses in this section show how Regional Target funds are distributed to projects serving TE populations based on the percentage of the population served or impacted by the Regional Target projects. The MPO has programmed approximately $700 million in Regional Target funding in the FFYs 2025–29 TIP, approximately $6.5 million of which was included in this analysis.[6] Like the geographical analyses shown above, this funding distribution analysis assumed that funds allocated to projects near TE populations indicate a benefit.

Table 6-3 shows the percentage of funding allocated in the FFYs 2025–29 TIP to Regional Target projects, in the aggregate, that are expected to serve or impact TE populations compared to the share of each TE population within the Boston region. The results show that the percentage of funding allocated is very close to the percentage of each TE population. For the low-income population, people with limited English proficiency, and older adults, the percentage of funding is slightly higher than their percentage in the region, while for the other populations it's slightly lower.

Table 6-3
Percent of Funding Allocated to Transportation Equity Populations

TE Population	Percentage of Funding Allocated	Percentage of Regionwide Population
Minority population	35.9%	36.5%
Low-income population	21.5%	19.4%
People with LEP	11.7%	11.5%
People with disabilities	10.0%	10.2%
Older adult population	7.3%	7.0%
Youth population	18.2%	19.0%

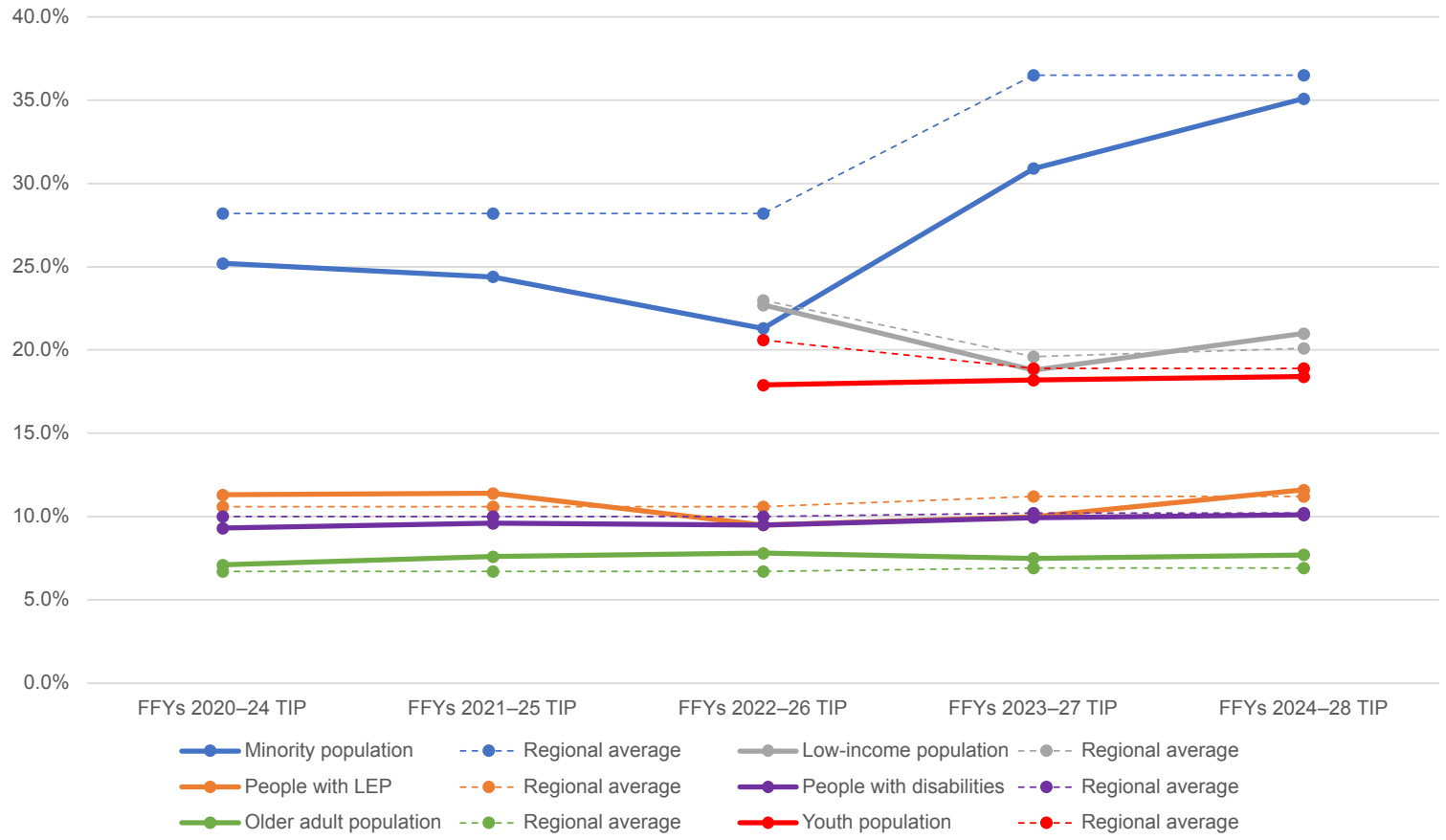
Note: Projects funded by the MBTA use ridership data for the affected stop or line; CATA and MWRTA projects use regionwide averages as detailed ridership data are not available.

LEP = limited English proficiency. TE = transportation equity. TIP = Transportation Improvement Program.
Sources: US Census Bureau, 2022 MBTA Systemwide Passenger Survey, and Boston Region MPO.

[6] *The funding distribution analyses in this section exclude the following projects:*
- *MassDOT-initiated projects for which demographics were not available.*
- *Investment program funds reserved for later-year funding:*
  - *Community Connections Program*
  - *Transit Transformation Program*
  - *Bikeshare State-of-Good-Repair Set-Aside*

Figure 6-10 shows the percentage of funding allocated in the last five TIPs to Regional Target projects that are expected to serve or impact TE populations. These data are shown relative to each TE population's share of their population in the Boston region. The results show that the percentage of funding allocated to each TE population remains steady in the FFYs 2025–29 TIP. The percentage has increased slightly to 35.5 percent for the minority population but has otherwise remained nearly the same.

Figure 6-10
Funding Allocated to Transportation Equity Populations in TIP Cycles



Notes: People aged 17 or younger were not considered as a TE population in the MPO's analyses until the FFYs 2022–26 TIP. Additionally, starting in the FFYs 2022–26 TIP, the low-income population was defined based on poverty status.

FFY = federal fiscal year. LEP = limited English proficiency. TE = transportation equity. TIP = Transportation Improvement Program.

Source: Boston Region MPO.

DISPARATE IMPACT AND DISPROPORTIONATE BURDEN MITIGATION ANALYSIS

During the development of the 2023 LRTP, *Destination 2050*, MPO staff conducted a Disparate Impact and Disproportionate Burden (DI/DB) analysis to determine if minority and low-income populations would likely be disproportionately impacted by the projects, in the aggregate, in the LRTP compared to nonminority and non-low-income populations, respectively. These impacts are assumed to occur by 2050, if all the projects included in the plan are built. Disparate impacts—adverse impacts on minority populations—and disproportionate burdens—adverse impacts on low-income populations—were identified for several metrics:

- Access to jobs within a 45-minute transit trip (low-income population)
- Access to healthcare within a 25-minute transit trip (low-income and minority populations)
- Access to parks/open space within a 45-minute drive (low-income population)
- Average travel time for drive trips (minority population)
- Average travel time for transit trips (minority population)

As is required by federal regulations, the MPO must mitigate these disparate impacts and disproportionate burdens, which is being done by funding projects in the TIP that would offset these impacts. To initiate this process, we conducted a DI/DB Mitigation Analysis in the winter of 2024. This section describes the results of that analysis.

As with the original DI/DB analysis in the LRTP, the DI/DB Mitigation Analysis assessed the impacts of projects, in the aggregate, and compared these impacts between two pairs of population groups:

- Minority and nonminority populations
- Low-income and non-low-income populations

The goal of the analysis was to see if project impacts to the minority or low-income populations offset the disparate impacts or disproportionate burdens listed above.

The analysis was conducted using Conveyal, a destination access tool that analyzes how many destinations people can reach within a given travel time, as well as travel times. The original *Destination 2050* DI/DB analysis was conducted using the travel demand model, TDM23. Because Conveyal and TDM23 differ in several ways, we developed a factor for each metric to convert the TDM23 outputs into Conveyal.

The DI/DB Mitigation Analysis was conducted on all MPO Regional Target projects in the TIP that could be modeled in Conveyal. The following types of projects were excluded:

- Design pilot projects, as there is not enough project information to model them in Conveyal
- Projects that do not change travel speed (such as adding bike racks) and/or add new links to the transportation network (such as building a shared-use path) and/or change roadway geometry (such as the removal of a travel lane)
- Bikeshare, as currently these projects cannot be modeled in Conveyal

MPO staff are working on expanding our understanding of the impacts of various project characteristics on travel speeds, as well as the ability to represent bikeshare projects in Conveyal, so that more projects can be included in future DI/DB Mitigation Analyses.

Analysis Results

The results show the increase or decrease in access to opportunities or travel time for each population group (minority, non-minority, low-income, and non-low-income populations) that we would expect to see when the Regional Target projects in the TIP are constructed. The analysis was not directly concerned with the actual project impacts on a population group, but rather how that increase or decrease compared to their counterparts. So, for example, if the minority and nonminority populations are both expected to experience longer travel times if the projects are constructed, there would only be a disparate impact if the increase for the minority population was *greater* than the increase for the nonminority population. This is not to say that the increase in travel time for both populations should not be concerning, just that it is not the purview of a DI/DB analysis.

Figure 6-11 shows the results of the analysis. Note that results are based on current project design information—actual impacts may differ if designs change. The third column from the right shows the amount that needs to be mitigated for each metric—the difference (for example, the number of jobs accessible within a 45-minute transit trip) between the minority and nonminority or between low-income and non-low-income populations. The second column from the right shows how much the projects in the TIP would likely mitigate that difference. Finally, the far-right column states whether mitigation was accomplished.

Figure 6-11
Summary of DI/DB Mitigation Metric Results

Projected TIP Project Impacts on DI/DB Metrics
Do TIP projects help mitigate the DI/DB findings from Long Range Transportation Plan 2050?

		How do TIP projects impact DI/DB metrics?						
Metric	**Population Type**	**Impact to the EJ population**	**Impact to the non-EJ population**	**Impact of TIP Projects**	**Do TIP projects contribute to mitigation need?**	**How much benefit for the EJ population is needed to mitigate the DI/DB?**	**How do TIP projects impact the EJ population relative to the non-EJ population?**	**Do TIP projects mitigate the DI/DB?**
Access to jobs within 45 minutes by transit	Income status	EJ benefit	non-EJ benefit	TIP projects increase access for EJ population more than the non-EJ population.	Yes	143 jobs	764 jobs	Mitigated
Access to healthcare within 25 minutes by transit	Minority status	EJ benefit	non-EJ benefit	TIP projects increase access for EJ population more than the non-EJ population.	Yes	0.00124 healthcare facilities	0.0299 healthcare facilities	Mitigated
Access to healthcare within 25 minutes by transit	Income status	EJ benefit	non-EJ benefit	TIP projects increase access for EJ population more than the non-EJ population.	Yes	0.00825 healthcare facilities	0.0301 healthcare facilities	Mitigated
Access to parks/open space within 45 minutes by driving	Income status	EJ burden	non-EJ burden	TIP projects decrease access for EJ population more than the non-EJ population.	No	0.796 park access points	-1.25 park access points	Not mitigated
Average travel time by driving	Minority status	EJ burden	non-EJ burden	TIP projects increase travel time for EJ population less than the non-EJ population.	Yes	-0.0141 minutes	-0.00564 minutes	Not mitigated
Average travel time by transit	Minority status	EJ benefit	non-EJ benefit	TIP projects decrease travel time for EJ population more than the non-EJ population.	Yes	-0.056 minutes	-0.0807 minutes	Mitigated

Note: The environmental justice population consists of people who identify as minority and/or who have low-incomes.
DB = disproportionate burden. DI = disparate impact. EJ = environmental justice. TIP = Transportation Improvement Program.
Source: Boston Region MPO.

Four out of the six instances of disparate impacts and disproportionate burdens would be mitigated. For the following metrics, the projects in the TIP, in the aggregate, would benefit the minority or low-income populations more relative to the non-minority and non-low-income populations, respectively:

- Access to jobs within a 45-minute transit trip (low-income population)
- Access to healthcare within a 25-minute transit trip (low-income and minority populations)
- Average travel time for transit trips (minority population)

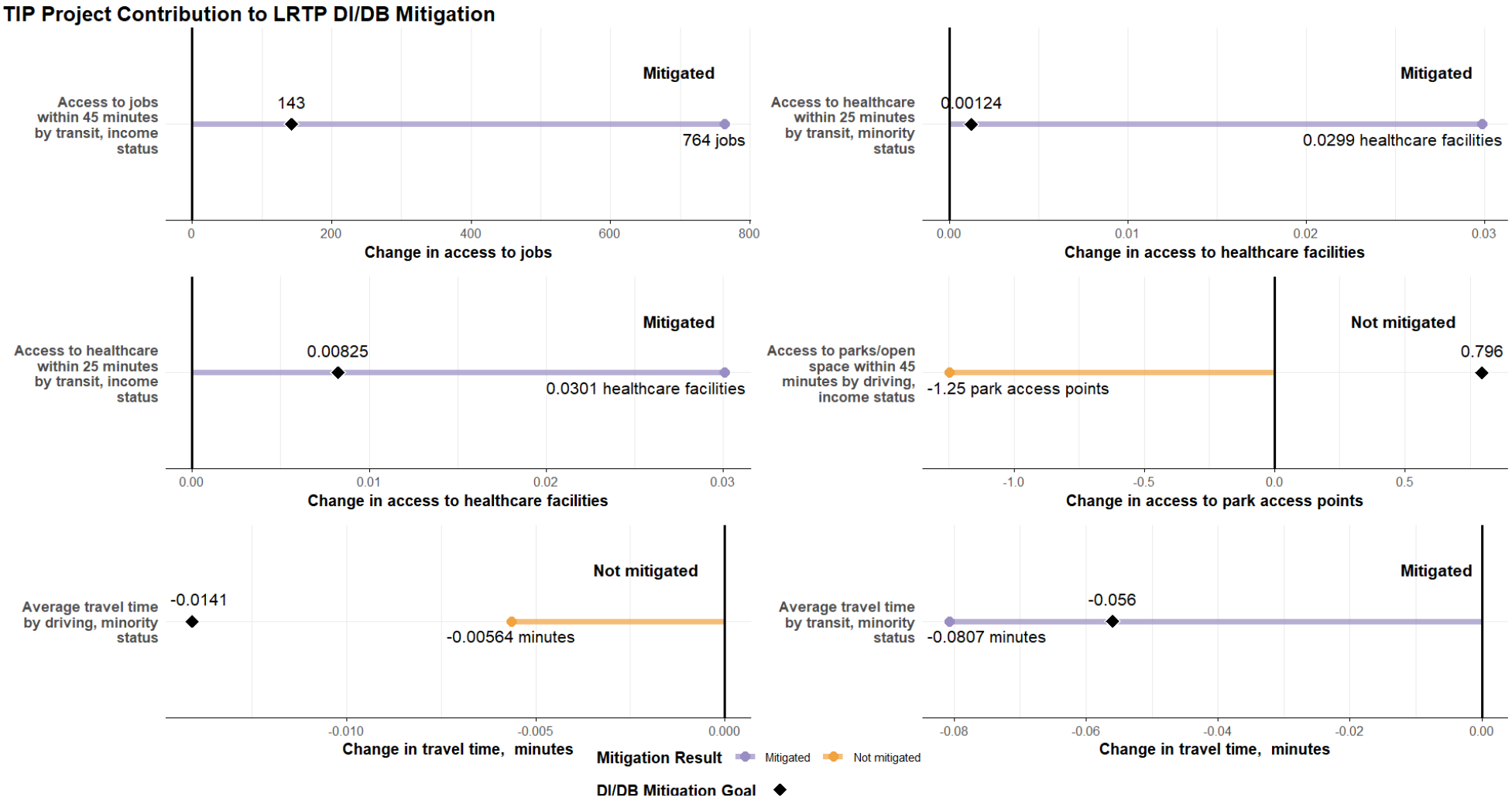
Two metrics were not mitigated:

- Access to parks/open space within a 45-minute drive (low-income population)
- Average travel time for drive trips (minority population)

The metric for average travel time for drive trips, while not fully mitigated, does show improvements for the minority population and is headed in the right direction. The metric for access to parks/open space, however, is going in the wrong direction as it shows the low-income population with less access to parks than the non-low-income population.

Figure 6-12 shows these results in a graphic. Each chart states whether the disparate impact or disproportionate burden would be mitigated. The black diamond on each chart shows the amount that needs to be mitigated. Bars in purple that extend beyond the diamond indicate that the impact would be mitigated; orange bars indicate that it would not.

Figure 6-12
DI/DB Mitigation Results



Source: Boston Region MPO.

What do the results tell us about the Regional Target projects in the TIP? Overall, the projects do improve access and travel times—primarily for transit. In March 2024, MPO staff conducted a trial run of Conveyal, using all the projects that were proposed for funding at that time. It *did not* include microtransit projects at the time, as staff were still working on setting them up on Conveyal. In the subsequent Conveyal run, the addition of microtransit projects likely contributed to the fact that, compared to the March results, the current results showed improved access for all transit metrics, while the metrics for access to healthcare for minority and low-income populations are now shown to be mitigated. This suggests that investment in transit is critical for improving transportation access for these populations.

FUTURE ACTIVITIES TO IMPROVE MONITORING OF TRANSPORTATION EQUITY PERFORMANCE

MPO staff will continue to explore more sophisticated methods of identifying specific impacts of projects funded with Regional Target dollars and evaluating, as a group, their benefits and burdens on TE populations. Work will continue to refine the process for mitigating disparate impacts and disproportionate burdens identified in the LRTP through future TIPs. A current MPO study, *Applying Conveyal to TIP Project Scoring*, will assist with this work by developing project evaluation criteria for the *destination access* metric. This new methodology will give the MPO a better understanding of which projects could help with mitigation prior to the MPO finalizing TIP projects that are selected for funding.

NOTES

The following sources for the TE populations were used in this chapter's analyses:

FFYs 2022–26 TIP and earlier:

- Minority population: US Census Bureau; 2010 Decennial Census Redistricting Data (P.L. 94-171), Table P2: Hispanic or Latino, and Not Hispanic or Latino by Race; data.census.gov.
- Low-income population: US Census Bureau; 2010–14 American Community Survey, Table C17002: Ratio of Income to Poverty Level in the Past 12 Months; data.census.gov.
- People with limited English proficiency: US Census Bureau; 2010–14 American Community Survey, Table B16004: Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older; data.census.gov.

- People with disabilities: US Census Bureau; 2010–14 American Community Survey, Table B18101: Sex by Age by Disability Status; data.census.gov.
- Older adults and youth population: US Census Bureau; 2010 Census, Table P12: Sex by Age; data.census.gov.

FFYs 2023–27 TIP:

- Minority population: US Census Bureau; 2020 Decennial Census Redistricting Data (P.L. 94-171), Table P2: Hispanic or Latino, and Not Hispanic or Latino by Race; data.census.gov.
- Low-income population: US Census Bureau; 2016–20 American Community Survey, Table C17002: Ratio of Income to Poverty Level in the Past 12 Months; data.census.gov.
- People with limited English proficiency: US Census Bureau; 2016–20 American Community Survey, Table B16004: Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older; data.census.gov.
- People with disabilities: US Census Bureau; 2016–20 American Community Survey, Table B18101: Sex by Age by Disability Status; www.data.census.gov.
- Older adult and youth population: US Census Bureau; 2016–20 American Community Survey, Table B18101: Sex by Age; data.census.gov.

FFYs 2024–28 TIP:

- Minority population: US Census Bureau; 2020 Decennial Census Redistricting Data (P.L. 94-171), Table P2: Hispanic or Latino, and Not Hispanic or Latino by Race; data.census.gov.
- Low-income population: US Census Bureau; 2017–21 American Community Survey, Table C17002: Ratio of Income to Poverty Level in the Past 12 Months; data.census.gov.
- People with limited English proficiency: US Census Bureau; 2017–21 American Community Survey, Table B16004: Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older; data.census.gov.
- People with disabilities: US Census Bureau; 2017–21 American Community Survey, Table B18101: Sex by Age by Disability Status; www.data.census.gov.
- Older adult and youth population: US Census Bureau; 2017–21 American Community Survey, Table B18101: Sex by Age; data.census.gov.

FFYs 2025–29 TIP:

- Minority population: US Census Bureau; 2020 Decennial Census Demographic and Housing Characteristics, Table P5: Hispanic or Latino Origin by Race; data.census.gov.
- Low-income population: US Census Bureau; 2018–22 American Community Survey, Table C17002: Ratio of Income to Poverty Level in the Past 12 Months; data.census.gov.
- People with limited English proficiency: US Census Bureau; 2018–22 American Community Survey, Table B16004: Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Older; data.census.gov.
- People with disabilities: US Census Bureau; 2018–22 American Community Survey, Table B18101: Sex by Age by Disability Status; www.data.census.gov.
- Older adult and youth population: US Census Bureau; 2020 Decennial Census Demographic and Housing Characteristics, Table P12: Sex by Age for Selected Age Categories; data.census.gov.

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TRANSPORTATION IMPROVEMENT PROGRAM

FFYs 2025–29

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Appendix A

Project Prioritization and Scoring

INTRODUCTION

As described in Chapter 2, the Transportation Improvement Program (TIP) development and project prioritization and funding process consists of numerous phases and is supported by several different funding sources. This appendix includes information about transportation projects that the Boston Region Metropolitan Planning Organization (MPO) considered for funding through the Highway Discretionary (Regional Target) Program in the federal fiscal years (FFYs) 2025–29 TIP.

To be considered for funding by the MPO, a project must fulfill certain basic criteria. Projects evaluated through the MPO's Bicycle Network and Pedestrian Connections, Complete Streets, and Intersection Improvements investment programs must meet these criteria:

- The Massachusetts Department of Transportation's Project Review Committee must have approved the project or must plan to review it.
- The project proponent must be a municipality or state agency.
- The project must be at the 25-percent design stage or demonstrate the level of detail of a project near this threshold (for example, through the submission of functional design reports, project locus maps and designs, operations analyses, or Highway Capacity Manual data sheets showing future build and no-build scenarios).

For projects evaluated through the MPO's Transit Transformation Program, the following criteria apply:

- The project proponent must be a municipality, regional transit authority (RTA), or state agency.
- The RTA that serves the project area or would operate the facility must have approved the project or plan to review it.
- The project proponent must identify the source of 20 percent matching funding for the project and demonstrate that the project will have a positive impact on air quality.

For projects evaluated through the MPO's Community Connections Program, the following criteria apply:

- The project proponent must submit a complete application for funding to MPO staff, along with supporting documentation such as geographic files depicting the project area and budgeting worksheets.
- The proponent must be a municipality, transportation management association (TMA), or RTA. Other entities, such as nonprofit organizations, may apply in partnership with a municipality, TMA, or RTA that has agreed to serve as a project proponent and fiscal manager.
- The proponent must demonstrate that the project will have a positive impact on air quality, as this program is funded using federal Congestion Mitigation and Air Quality funds.
- The proponent must demonstrate readiness and institutional capacity to manage the project sustainably.

If a project meets the above criteria, it is presented to the MPO board in the Universe of Projects (Table A-1) to be considered for funding. This project list is presented to the MPO board in November and provides a snapshot of information available on projects at that stage in the TIP development. Some projects that get evaluated for funding may not appear in the Universe, as more project information may become available following the compilation of the Universe. In addition, some projects that appear on the Universe list may not be evaluated each year if these projects are not actively being advanced by municipal or state planners or if they are not at the minimum required level of design for evaluation. Community Connections projects are not typically included in the Universe because proponents of those projects apply for funding through a discrete application process, the submission deadline for which is after the presentation of the Universe to the MPO board.

Once a proponent provides sufficient design documentation for a project in the Universe and the municipality or state is actively prioritizing the project for funding, the project can be evaluated by MPO staff. The evaluation criteria used to score projects are based on the MPO's goals and objectives. After the projects are evaluated, the scores are shared with project proponents, posted on the MPO's website, and presented to the MPO board for review and discussion. The scores for projects evaluated during development of the FFYs 2025–29 TIP for programming in the MPO's Bicycle Network and Pedestrian Connections, Complete Streets, and Intersection Improvements programs are summarized in Table A-3. No projects were evaluated for inclusion in the Major Infrastructure investment program during the development of the FFY 2025-29 TIP. Scores for projects that applied for funding through the MPO's Community Connections Program during the FFYs 2025–29 TIP cycle are summarized in Table A-4.

Following the adoption of *Destination 2050* in July 2023, the MPO revised the TIP evaluation criteria to better align with the MPO's updated goals, objectives, and investment programs, including a new resilience goal area. These new criteria were employed during the project selection process for the FFYs 2025-29 TIP. The final criteria were informed by robust public engagement conducted during the development of *Destination 2050* and developed through an update process that engaged MPO members, staff, and external stakeholders. The most significant update to the criteria for the FFYs 2025-29 TIP was the development of new and broader resilience evaluation metrics to align with the resilience goal area in *Destination 2050* and elevate resilience to equal consideration in project prioritization alongside other goal-focused TIP criteria. This update created separate criteria for different project types within the Community Connections program given the diverse array of first-and-last mile projects that can be funded through the program.

The project selection criteria for each investment program are shown in separate tables in this appendix as follows: Bicycle Network and Pedestrian Connections (Table A-5); Complete Streets (Table A-6); Intersection Improvements (Table A-7); and Transit Transformation (Table A-8).

Community Connections project selection criteria are shown in separate tables in this appendix as follows: Bicycle Lanes (A-9); Bicycle Racks (A-10); Bikeshare Support (A-11); Microtransit Pilots (A-12); and Wayfinding Signage (A-13).

Archived project evaluation criteria for all investment programs, which were discontinued in October 2023 after the FFYs 2024–28 TIP cycle, are shown in Tables A-14 and A-15.

In addition to project scores, several other factors are taken into consideration by the MPO when selecting projects for funding. Table A-2 describes many of these elements, including the relationships between the MPO's FFYs 2025–29 Regional Target projects and the MPO's Long-Range Transportation Plan (LRTP), studies and technical assistance conducted by MPO staff through the Unified Planning Work Program (UPWP), the federally required performance measures discussed in Chapter 4, and Massachusetts' modal plans. These projects are listed by MPO investment program. More details about each of these projects are available in the funding tables and project descriptions included in Chapter 3. Performance-related information for the FFYs 2025–29 Regional Target projects is included in Chapter 4, and information about greenhouse gas (GHG) emissions for these projects is available in Appendix B.

Table A-1
FFYs 2025–29 TIP Universe of Projects

This table contains unprogrammed projects in the Boston region that may be considered for evaluation in the FFYs 2025–29 TIP cycle. Not all projects listed in this table will be evaluated for funding in the FFYs 2025–29 TIP, as projects must be approved by the Project Review Committee and proponents must submit sufficient project documentation prior to scoring. The MPO has also established a policy to prioritize projects that have reached the 25% design submission stage for funding. This list is subject to change as more project information is received.

Key

- Evaluated for FFYs 2024–28 TIP
- New project in TIP universe for FFYs 2025–29 TIP
- In FFYs 2024–28 universe, not evaluated

Municipality	Project Proponent	Project Name	PROJIS	Design Status (as of 10/6/21)	Year Added to Universe	Cost Estimate	MAPC Subregion	Highway District	MPO Investment Program	Notes	Limits	MAPIT?	Previous Evaluation Score
Inner Core													
Complete Streets													
Boston	Boston	Reconstruction of Albany Street	N/A	Pre-PRC	2021	N/A		6		Pursuing 2022 PRC approval.			N/A
Boston	MassDOT	Reconstruction on Gallivan Boulevard (Route 203), from Neponset Circle to East of Morton Street Intersection	606896	PRC approved (2012)	2018	$11,500,000	ICC	6	Complete Streets	Resulted from FFY 2012 Addressing Priority Corridors MPO Study			N/A
Boston	MassDOT	Improvements on Morton Street (Route 203), from West of Gallivan Boulevard to Shea Circle	606897	PRC approved (2012)	2018	$11,500,000	ICC	6	Complete Streets	Resulted from FFY 2012 Addressing Priority Corridors MPO Study			N/A
Boston	Boston	Roadway Improvements along Commonwealth Avenue (Route 30), from Alcorn Street to Warren/Kelton Streets (Phase 3 & Phase 4)	608449	25% submitted (9/28/2017)	2017 or earlier	$31,036,006	ICC	6	Major Infrastructure	Last scored for FFYs 2020-24 TIP.			56
Boston	MassDOT	Intersection & Signal Improvements at VFW Parkway and Spring Street	607759	25% Package Received - R1 (3/09/2022)	2022	$4,526,907		6					N/A
Boston	MassDOT	Boston - Gallivan Boulevard (Route 203) Safety Improvements, From Washing	610650	PRC approved (2019)	2019	$5,750,000	ICC	6	Complete Streets	Priority for District 6. Road safety audit being initiated.			N/A
Brookline	Brookline	Boylston Street (High Street to Brington Road) Complete Streets Improvements	N/A	Pre-PRC	2022	$3,500,000		6		Ped crossings, bike lanes, street trees. Design through Toole with some facilitation from MassDOT. Three options were pushed through and endorsed by the Select Board. Town met with District 6 to run through this. Should be in PRC soon.			N/A
Brookline	Brookline	Davis Street Path Restoration and Reconstruction of the Davis Street Path Bridge over MBTA	N/A	Pre-PRC	2022	$12,000,000		6		Conceptual stage. Brookline is investigating avenues to use federal discretionary grant funding to advance this project. Potential for bundling with Boylston Street work above.			N/A
Chelsea	Chelsea	Reconstruction of Spruce Street, from Everett Avenue to Williams Street	610675	PRC approved (2019)	2019	$5,408,475	ICC	6	Complete Streets				N/A
Chelsea	Chelsea	Reconstruction of Everett Avenue and 3rd Street, from Broadway to Ash Street	N/A	Pre-PRC	2020	N/A		6					N/A
Chelsea	Chelsea	Reconstruction of Marginal Street	N/A	Pre-PRC	2019	N/A	ICC	6	Complete Streets				N/A
Lynn, Salem	MassDOT	Reconstruction of Route 107	608927	PRC approved (2017)	2020	$38,155,000		4					N/A
Malden	Malden	Broadway Corridor Reconstruction	N/A	Pre-PRC	2022	N/A		4		Malden is currently holding community meetings to discuss this project, with the most recent one being held 10.25.2022.			N/A
Melrose	Melrose	Reconstruction of Lebanon Street, from Lynde Street to Malden City Line	612534	PRC approved (2/10/2022)	2020	$3,742,432		4					N/A
Newton	Newton	Reconstruction of Washington Street, from Church Street to Chestnut Street	N/A	Pre-PRC	2020	N/A		6					N/A
Revere	Revere	Reconstruction of Ocean Ave, Revere Street, and Revere Beach Boulevard	N/A	Pre-PRC	2020	N/A		4		Project at conceptual stage with schematics, needs full design - investigating roundabout. Key East/West connection.			N/A
Winthrop	Winthrop	Reconstruction & Improvements on Route 145	N/A	PRC approved (2019)	2019	$7,565,512	ICC	6	Complete Streets				N/A
Intersection Improvements													
Boston, Brookline	Boston, Brookline	Mountfort St. & Commonwealth Ave. Connection	608956	PRC approved (2017)	2018	$916,883	ICC	6	Intersection Improvements	Preliminary design.			N/A
Lynn	Lynn	Intersection Safety Improvements at Boston Street at Hesper & Hamilton Streets	N/A	Pre-PRC	2023	$3,000,000		4		Based on 3/3/2023 meeting with Lynn.			
Medford	Medford	Intersection Improvements at Main Street and South Street	611974	PRC approved (2021)	2019	$8,498,000	ICC	4	Intersection Improvements	Project location studied by CTPS. Priority for municipality. Design is in progress, and eventually the City will work with MassDOT to fund construction.			N/A

Municipality	Project Proponent	Project Name	PROJIS	Design Status (as of 10/6/21)	Year Added to Universe	Cost Estimate	MAPC Subregion	Highway District	MPO Investment Program	Notes	Limits	MAPIT?	Previous Evaluation Score
Newton	MassDOT	Route 16 at Quinobequin Road	612613	PRC approved (2/10/2022)	2022	$4,350,000		6		Reconfiguration of the interchange may result in consideration of this project for the LRTP.			
Quincy	MassDOT	Intersection Improvements at Route 3A (Southern Artery) and Broad Street	608569	PRC approved (2016)	2020	$2,900,000		6		Priority for District 6.			N/A
Quincy	Quincy	Intersection Improvements at Willard Street and Ricciuti Drive	610823	25% Package Received - R1 (1/27/2023)	2020	$1,145,580		6		25% design complete. PM is Kathy Dougherty.			N/A
Quincy	Quincy	Merrymount Parkway Phase II	N/A	Pre-PRC	2022	N/A		6		December PRC. Intersection improvement at Merrymount Parkway and Furnace Brook Parkway. Parks Department is leading the work - David Murphy (617-376-1251). Will include bridge replacement.			N/A
Bicycle and Pedestrian													
Belmont	Belmont	Belmont Community Path Phase 2	N/A	Pre-PRC	2023	TBD		4		akoumoutsos@tooledesign.com reached out 3/16/2023 to discuss initiation and funding through MassDOT			
Boston	Boston	Fenway Multi-Use Path Phase III	N/A	Pre-PRC	2021	N/A		6		Project at conceptual stage.			N/A
Brookline	Brookline	Beacon Street Bridle Pathway	N/A	Pre-PRC	2022	N/A		6		Project in conceptual design through Toole, receipt of a MassTrails grant in 2020 for feasibility study. Limits would be Audubon Circle to Cleveland Circle.			N/A
Everett, Somerville	DCR	Mystic River Bicycle and Pedestrian Crossing	612004	PRC approved (2021)	2021	$38,218,334		4					N/A
Malden	Malden	Spot Pond Brook Greenway	613088	Pre-PRC - 25% design	2022	$3,250,000		4		Application obtained for 2024-2028.			
Medford	Medford	Wellington Phase 4 Shared Use Path	613082	Pre-PRC	2022	$1,195,000		4		ID # is not yet in PINFO. Initiated on 11/3/2022. Includes an earmark and Gaming Commission money.			N/A
Medford	Medford	MacDonald Park Pedestrian Bridge	N/A	Pre-PRC	2022	$800,000		4		In DCR park, City is requesting expansion of bridge to 10-12feet in width to coordinate with shared use pathway.			N/A
Major Infrastructure													
Boston, Chelsea	Boston	Bridge Rehabilitation and Fender Pier Replacement, Meridian Street Over Chelsea Creek (Andrew P. McArdle Bridge)	600637	PRC Approved (2/10/2022)	2021	$97,538,787		6					N/A
Cambridge	DCR	Intersection Improvements at Fresh Pond Parkway/Gerry's Landing Road, from Brattle Street to Memorial Drive	609290	PRC approved (2018)	2019	$7,000,000	ICC	6	Intersection Improvements	Short-term improvements being initiated.			N/A
Revere, Malden	MassDOT	Improvements on Route 1 (NB) Add-A-Lane	610543	PRC approved (2019)	2019	$7,210,000	ICC	4	Major Infrastructure	Project is not programmed in *Destination 2040*. It is located on a regionally significant roadway. If this work includes capacity-adding elements, and it is programmed in the TIP, it will need to be included in *Destination 2050*.			N/A
Newton	MassDOT	Traffic Signal and Safety Improvements at Interchange 127 (Newton Corner)	609288	PRC approved (2018)	2019	$14,000,000	ICC	6	Intersection Improvements				N/A
Medford	Medford	Roosevelt Circle Interchange Reconfiguration	N/A	Pre-PRC	2022	TBD		4		As discussed on 11.4.2022 with the City of Medford, the City is looking to reconfigure the ramps and adjacent local roadways to improve traffic safety following the results of a RSA along this corridor. Includes improvements for bicycle, pedestrian, and transit access. Given the state of repair on the bridges, this may be coordinated with bridge rehabilitation work for these structures over I-93.			N/A
Boston	Boston	Cambridge Street Bridge Replacement - Charlestown	612989	PRC approved (12/21/2022)	2022	$15,400,000		6		City wants this programmed to advertise this before Rutherford Avenue enters construction. This is a difficult bridge under I-93 and next to Sullivan Square.			N/A
Revere	Revere	Route 1A Improvement and Reconfiguration	N/A	Pre-PRC	2022	$9-12,000,000		4		Project is in conceptual design stage. The priority is to reconfigure the loop ramps at the General Edwards Bridge to facilitate redevelopment of the area, for which there are already parcel developments planned. The reconfiguration will entail construction of a new roundabout and improved pedestrian crossings to improve access to the riverfront and Point of Pines area along Revere. Per the City, this reconfiguration is intended to work with the Lynnway Multimodal Corridor improvements, but will also not impact construction for the General Edwards Bridge replacement.			N/A
Revere, Saugus	Revere, Saugus	Roadway Widening on Route 1 North (Phase 2)	611999	PRC approved (2021)	2021	$2,397,600		4		Project is not programmed in *Destination 2040*. It Is on a regionally-significant roadway and would add roadway capacity. If programmed in the TIP, this project will also need to be included in *Destination 2050*. Robins Road to Route 99 interchange are the limits.			N/A
Community Connections													
Belmont	Belmont	Belmont BlueBikes Expansion	N/A	N/A	2022	$250,000		4		Belmont is currently evaluating potential revenue streams to cover operational costs and match prior to submitting an application for this project.			N/A
Lynn	Lynn	Transit Signal Priority - Bus Upgrades for Lynn Route 107	N/A	N/A	2022	TBD		4		Indicated in November 8th email to Ethan from Aaron Clausen			N/A
Waltham	Waltham	Waltham BlueBikes/Bikeshare Expansion	N/A	N/A	2022	TBD		4		Indicated in November 8th email to Ethan from Catherine Cagle.			N/A
Minuteman Advisory Group on Interlocal Coordination													
Complete Streets													
Bedford	Bedford	Roadway Reconstruction of Route 4/225 (The Great Road)	612739	PRC approved (5/12/2022)	2022	$10,899,448		4		Limits appear to go from North Road to match line near Loomis Street. SRTS project completed in the area under 608000.			N/A

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Intersection Improvements													
Littleton	Littleton	Intersection Improvements at Route 119/Beaver Brook Road	610702	PRC approved (2020)	2020	$3,120,110	ICC	3	Intersection Improvements	MassDOT agreed to fund design after 25% design approved. As of October 2022, the project remains in preliminary design.			N/A
Bicycle and Pedestrian													
Bedford	Bedford	Minuteman Bikeway Extension, From Loomis Street to Concord Road (Route 62)	607738	47	2022	$11,218,186	N/A	4	Cost increase to $11,218,186. Initial targeted advertisement date of 8/13/22.	Local concerns about permitting. Previously programmed in FY23-27, dropped due to public opposition. Failed to achieve 2/3rds majority in town meeting on 11.14.2022.			N/A
Concord	Concord	Assabet River Multi-Use Trail and Bridge Construction	612870	PRC approved (8/29/2022)	2020	$8,280,000	MAGIC	4	Major Infrastructure	Project was originally a new Pedestrian Bridge with a $2-3.6M price range. Scope has increased to include improvements for a multi-use trail alongside the bridge. Cost has increased accordingly, and is now in preliminary design. Project location runs between the West Concord MBTA Station and the Concord Meadows Corporate Center with a hookup to the Southern Terminus of the Bruce Freeman.			N/A
Stow	Stow	Stow - Assabet River Rail Trail Construction	613096	PRC approved, in design.	2022	TBD		3		Project Info # is being reserved for this project's construction. Recent earmark recipient for design under FFY22 House THUD bill (Rep. Lori Trahan). Design line item added to FFY23-27 in AM2 and is retaining a project ID # S12749.			
Major Infrastructure													
Acton	MassDOT	Intersection Improvements at Route 2 and Route 27 Ramps	610553	PRC approved (2019)	2020	$3,480,000		3		Project not programmed in LRTP (meets MPO roadway classification requirement). Priority for District 3 and Town of Acton. Project has had surveying and MSA design contracts opened for it. MassDOT appears to be tracking as a Traffic Safety improvement.			N/A
Concord	Concord	Reconstruction & Widening on Route 2, from Sandy Pond Road to Bridge over MBTA/B&M Railroad	608015	PRC approved (2014)	2019	$8,000,000	MAGIC	4	Major Infrastructure	Project is not programmed in *Destination 2040*. It is on a regionally significant roadway and includes roadway widening elements. If programmed in the TIP, this project should also be included in *Destination 2050*.			N/A
Lexington	Lexington	Route 4/225 (Bedford Street) and Hartwell Avenue	N/A	Pre-PRC	2019	$30,557,000	MAGIC	4	Major Infrastructure	Project is programmed in *Destination 2040* (FFYs 2030-34). The project is expected to include work on the I-95 Interchange with Route 4/225. If this work includes capacity-adding elements, it will need to be included in *Destination 2050*.			N/A
Community Connections													
Concord, Lexington, Lincoln	Concord	Battle Road Shuttle Pilot	N/A	N/A	2022	TBD		4		Erin Stevens in Concord indicated interest in two shuttle options, an extension of a 2022 Summer Pilot for local service and a more regional service that would involve operations in Lexington and Lincoln. See email from 12/5/2022 to Ethan Lapointe.			N/A
Lexington	Lexington	Lexington Shuttle	N/A	N/A	2022	TBD		4		May be a component of the Concord project listed above. Outreach from Lexington on 12/5/2022 was somewhat vague, but expressed an interest in service. Lexington receives MBTA service.			N/A
MetroWest Regional Collaborative													
Complete Streets													
Wellesley	Wellesley	Route 135 Reconstruction (Natick Town Line to Weston Road)	N/A	Pre-PRC	N/A	TBD	TBD	6	PNF submitted. Discussing 10.14.2022.			N/A	
Holliston	Holliston	Reconstruction of Concord Street (Route 126)	N/A	Pre-PRC	2021	N/A		3		Added through subregional outreach. Project is municipal priority, as it's tied to necessary below-grade sewer work. 10/12/22: MaPIT is showing that a project was initiated back on 7.14.2020 for this stretch for resurfacing and related work, assuming $600K in total cost (likely lowball).			N/A
Intersection Improvements													
Framingham	MassDOT	Roundabout Construction at Salem End Road, Badger Road and Gates Street	609280	PRC approved (2018)	2019	$2,520,000	MWRC	3	Intersection Improvements				N/A
Weston	Weston	Intersection Improvements - Signalization of Route 20 at Highland Street	N/A	Pre-PRC	2021	N/A		6		Added through subregional outreach.			N/A
Holliston	Holliston	Route 16 Washington Street at Whitney Street	N/A	Pre-PRC	2022	$500,000		3		Result of 12/20/2022 phone call between Ethan Lapointe and Robert Walker (Highway Superintendent). Looking for signal installation.			
Bicycle and Pedestrian													
Weston	MassDOT	Weston - Shared Use Path Construction on Route 30	612602	PRC Approved (2/10/2022)	2022	$1,050,000		6		Meant to connect into Project 608954. District 6 priority to ensure that the shared-use-path there ties in to the rest of the bicycle network and concludes at a logical terminus.			N/A
Natick	Natick	Cochituate Rail Trail Extension, from MBTA Station to Mechanic Street	610691	25% Design Received (11/21/2022)	2020	$6,690,043	NSPC	3	Bicycle and Pedestrian	Final section of Cochituate Rail Trail Extension. Imminent 25% design submittal. Applicant applied for FFY2024-2028 TIP funding.			N/A
Major Infrastructure													
Framingham	Framingham	Intersection Improvements at Route 126/135/MBTA and CSX Railroad	606109	PRC approved (2010)	2019	$115,000,000	MWRC	3	Major Infrastructure	Project is programmed in *Destination 2040* (FFYs 2030-34). May need to be pushed back with LRTP rewrite. Consultant said that depressing Route 135 may be the solution.			N/A

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North Suburban Planning Council													
Complete Streets													
Burlington	Burlington	Town Center Complete Streets Improvements	N/A	Pre-PRC	2021	N/A		4		Complete Streets upgrades along Route 3A from Bedford Street to Arthur Woods Avenue. The scope of work would be additive to existing resurfacing planned under 610704, and would focus mostly on paint. There is potential for widening if the town's design includes a multimodal path while maintaining the current number and width of vehicle lanes. Organized opposition to bike lanes under 610704. Backlash against some public support. In public hearing for 610704, appx 30 people came out against. Likely to manifest in this project as well. D4 and MassDOT are aware of this project. Town is working with Northeastern University to have grad students on project and review plans. Ethan has contact info for students (one is in OPMI).	Route 3A (Bedford Street to Arthur Woods Avenue)		N/A
Lynnfield	Lynnfield	Reconstruction of Summer Street	609381	PRC approved (2019)	2019	$21,521,921	NSPC	4	Complete Streets	Not yet at 25% design. Bayside Engineering handling design, Norman Brown (781-932-3201, nbrown@baysideengineering.com) is PM. Culvert and turtle crossings. Town may consider descoping and phasing the project due to cost, per 12/20/2022 conversation with PM.	Summer Street (Lynnfield Town Hall to Route 129).		N/A
Reading	Reading	Reading Downtown Improvement Project	N/A	Pre-PRC	2020	$7-$8 million		4		Project at conceptual stage.			N/A
Stoneham	Stoneham	Reconstruction of South Main Street, from Town Center to South Street	N/A	Pre-PRC	2021	N/A		4					N/A
Wakefield	Wakefield	Envision Wakefield - Main Street Improvements	610545	25% Design Complete	2020	$16,581,200		4		Main St (Nahant to Water) and Water Street (Main to Cyrus) removed from project and bundled in 607329. 25% design incorporates some retention of angled parking in order to appease older public, but focus is on bike parking. Strong public input from youth during town meetings led to approval. Key sticking point in FFY 2023-2027 Scoring was project cost ~$26M. Bundling of some bike improvements into other nearby state highway projects has reduced budget to $16.5M as of the FFY2024-2028 funding round.	Main Street (Water Street to Salem Street)	Yes	41.8
Winchester	Winchester	Town Center Complete Streets Improvements	N/A	Pre-PRC	2021	N/A		4					N/A
Intersection Improvements													
Stoneham	Stoneham	Intersection Improvements at Main Street (Route 28), Franklin Street, and Central Street	N/A	Pre-PRC	2020	N/A		4		Project at conceptual stage.			N/A
Bicycle and Pedestrian													
Stoneham, Wakefield	Stoneham, Wakefield	Mystic Highlands Greenway Project	N/A	Pre-PRC	2021	N/A		4					N/A
Community Connections													
North Reading	North Reading	North Reading Human Services Transportation	N/A	N/A	2022			4		Significant paratransit consideration. Losing Merrimack Valley interdistrict service as North Reading falls between the MBTA and MVRTA.			N/A
North Shore Task Force													
Complete Streets													
Beverly, Manchester-by-the-Sea	MassDOT	Resurfacing and Related Work on Route 127	607707	PRC approved (2013)	2018	$2,300,000	NSTF	4	Complete Streets	Still in preliminary design.			N/A
Danvers	Danvers	Reconstruction on Collins Street, from Sylvan Street to Centre and Holten Streets	602310	75% submitted (3/5/2010)	2017 or earlier	$5,183,121	NSTF	4	Complete Streets	Updated 75% design submission needed for project to move forward. Last scored for FFYs 2020-24 TIP.	Collins Street (Sylvan Street to Centre Street/ Holten Street) 0.7 miles. 42.5566, -70.9539	Yes	46
Ipswich	Ipswich	Reconstruction of County Road, from South Main Street to East Street	611975	PRC approved (2021)	2020	$5,653,500		4		On 10/7/2022, Frank Ventimiglia mentioned that a bridge within the project limits has had a lane closed by MassDOT. Structure IDs are I01005, main concern is Ipswich - 2PN which is an 1861-built historic stone arch mill bridge. Currently functioning as a one-way. OFF SYSTEM BRIDGE. MassDOT contact is Ryan Wilcox. Town had approached as a traffic safety project with the bridge as a focal point. Pier degradation and cracking. Structure is under evaluation for a statewide bridge preservation contract.	County Road (South Main Street to East Street)	Y	45.4
Ipswich	Ipswich	Argilla Roadway Reconstruction and Adaptation (Crane Estate to Crane Beach)	612738	PRC Approved (5/12/2022)	2021	$4,628,419		4		Municipal priority for funding. On 10/7/2022, Frank Ventimiglia at Ipswich DPW expressed an interest in pursuing MDP funding to support this project.	Argilla Road (Crane Estate to Crane Beach)	Y	N/A
Marblehead	Marblehead	Bridge Replacement, M-04-001, Village Street over Marblehead Rail Trail (Harold B. Breare Bridge)	612947	PRC approved (9/15/2022)	2019	N/A	NSTF	4	Major Infrastructure	Per 10.11 email with C Quigley, the project received a PRC and a PROJIS ID in September 2022 after a PNF was submitted 8/2022.			N/A
Manchester-by-the-Sea	Manchester-by-the-Sea	Pine Street - Central Street (Route 127) to Rockwood Heights Road	N/A	Pre-PRC; PNF submitted (12/27/16)	2017 or earlier	N/A	NSTF	4	Complete Streets				N/A
Manchester-by-the-Sea	Manchester-by-the-Sea	Bridge Replacement, M-02-001 (8AM), Central Street (route 127) over Saw Mill Brook	610671	PRC approved (2019)	2019	$4,350,000	NSTF	4	Complete Streets				34.8
Rockport	Rockport	Roadway Reconstruction of Route 127A (Thatcher Road)	612737	PRC Approved (1/23/2023)	2023	$12,058,173		4		Added to Universe in January 2023 based on PRC results. PM is Marie Rose. Sea level rise risk, talk to Judy	Route 127A, Thatcher Road (Red Fox Lane to Seaview Street)		

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Salem	MassDOT	Reconstruction of Bridge Street (Route 107), from Flint Street to Washington Street	612990	PRC Approved (1/24/2023)	2017 or earlier	$12,067,500		4		Project is not programmed in *Destination 2040*. It is on a regionally significant roadway and would add roadway capacity. If it is programmed in the TIP, it will need to be programmed in *Destination 2050*.			N/A
Wenham	Wenham	Safety Improvements on Route 1A	609388	25% Approved (9/10/2021)	2019	$3,629,036	NSTF	4	Complete Streets	Dan Wilk (daniel.wilk@state.ma.us) is MassDOT PM. Working with Bayside Engineering as design consultant. MassDOT may fund this for construction in full, and Wenham is paying for design. Bayside currently responding to 25% comments. Drainage for abutters is holding this up.			N/A
Wenham	Wenham	Roadway Reconstruction on Larch Row and Dodges Row	N/A	Pre-PRC	2019	$800,000	NSTF	4	Complete Streets	Project at conceptual stage.			N/A
Intersection Improvements													
Essex	Essex	Targeted Safety Improvements on Route 133 (John Wise Avenue)	609315	PRC approved (2019)	2019	$2,135,440	NSTF	4	Intersection Improvements				N/A
Bicycle and Pedestrian													
Peabody, Salem	Peabody, Salem	Riverwalk Project	N/A	Pre-PRC	2021	N/A		4		MVP grant issued for project design.			N/A
Marblehead	Marblehead	B2B Bikeway Design - Marblehead	N/A	Pre-PRC	2022	$140,000		4		Earmark. May be added via amendment.			
Peabody, Salem	Peabody, Salem	B2B Bikeway Design - Peabody/Salem	N/A	Pre-PRC	2022	$600,000		4		Earmark. May be added via amendment.			
Major Infrastructure													
Beverly	Beverly	Interchange Reconstruction at Route 128/Exit 19 at Brimbal Avenue (Phase II)	607727	PRC Approved (2014)	2021	N/A	NSPC	4	Intersection Improvements	Project is not programmed in *Destination 2040*. Is on a regionally-significant roadway, and would expand the interchange. If this project is programmed in the TIP and adds roadway capacity, this project will need to be included in *Destination 2050*.			N/A
South Shore Coalition													
Complete Streets													
Holbrook	Holbrook	Corridor Improvements and Related Work on South Franklin Street (Route 37) from Snell Street to King Road	608543	PRC approved (2017)	2018	$4,000,200	SSC	5	Complete Streets				N/A
Hull	Hull	Nantasket Avenue Redesign	N/A	Pre-PRC	2023	TBD		5		Includes redevelopment of existing gravel squares in front of Nantasket Beach for additional facilities/recreational zones/open space			
Rockland	Rockland	Corridor Improvements on VFW Drive/Weymouth Street	612605	PRC approved (2/10/2022)	2021	$13,047,281		5		PNF entered in Jan 2022			N/A
Weymouth	MassDOT	Reconstruction on Route 3A, Including Pedestrian and Traffic Signal Improvements	608231	PRC approved (2016)	2017 or earlier	$10,780,100	SSC	6	Complete Streets	Pre-25% package submitted in July 2021.			N/A
Weymouth	MassDOT	Resurfacing and Related Work on Route 3A	608483	PRC approved (2016)	2018	$2,400,000	SCC	6	Complete Streets				N/A
Intersection Improvements													
Cohasset	Cohasset	Intersection Improvements at Route 3A and King Street	N/A	Pre-PRC	2021	N/A		5		Added through subregional outreach.			N/A
Hull	Hull	Intersection Improvements at George Washington Boulevard and Barnstable Road/ Logan Avenue	N/A	Pre-PRC	2021	N/A		5		Added through subregional outreach.			N/A
South West Advisory Planning Committee													
Complete Streets													
Bellingham	Bellingham	South Main Street (Route 126) - Elm Street to Douglas Drive Reconstruction	N/A	Pre-PRC; PNF submitted (3/13/17)	2017 or earlier	N/A	SWAP	3	Complete Streets	Project would dovetail ongoing project 608887, rehab on Route 126 from Douglas Drive to Route 140.		No	N/A
Bellingham	Bellingham	Bellingham - Roadway Rehabilitation of Route 126 (Hartford Road), from 800 North of the I-495 NB off ramp to Medway T/L, including B-06-017	612963	PRC Approved (9/15/2022)	2022	$10,950,000		3		Applied for FFY2024-2028. BRMPO issued a full corridor study in 2011.			
Franklin	MassDOT	Resurfacing and Intersection Improvements on Route 140, from Beaver Street to I-495 Ramps	607774	PRC approved (2014)	2018	$4,025,000	SWAP	3	Complete Streets			Yes	N/A
Hopkinton	Hopkinton	West Main Street Reconstruction and Shared Use Path	N/A	Pre-PRC	2022	$15,000,000		3		Priority is a shared use path under I-495 along W Main Street EB to link into existing trail networks and SUP in downtown area and commercial campuses west of I-495. Includes a large roundabout at Lumber Street/Parkwood Drive and West Main Street due to frequent crashes.	West Main Street (South Street to Wood Street)	No	N/A
Medway	Medway	Improvements on Route 109 West of Highland Street	N/A	Pre-PRC	2021	N/A		3		Project at conceptual stage. Ethan will verify. There is a project from Richard Rd. heading WB to Highland Street, which conflicts with the name of this project. It was initiated in Nov. 2021.	TBD	Maybe?	N/A
Milford	MassDOT	Resurfacing and Related Work on Route 16	612091	PRC approved (2021)	2021	$4,192,500		3				No	N/A
Millis	Millis	Town Center Improvements	N/A	Pre-PRC	2020	N/A		3		Project at conceptual stage.		No	N/A
Wrentham	Wrentham	Resurfacing and Related Work on Route 1	608497	PRC approved (2016)	2020	N/A		5		25% design anticipated July 2022.		Yes	N/A
Intersection Improvements													
Medway	Medway	Traffic Signalization at Trotter Drive and Route 109	N/A	Pre-PRC	2021	N/A		3		Project at conceptual stage.		No	N/A
Sherborn	Sherborn	Intersection Improvements at Route 16 and Maple Street	N/A	Pre-PRC	2021	N/A		3		Project at conceptual stage.		No	N/A

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Wrentham	Wrentham	Intersection Improvements on Route 1A at North and Winter Street	610676	PRC Approved (12/19/2019)	2020	$2,649,000		5				No	N/A
Wrentham	Wrentham	Intersection Improvements at Randall Road and Route 1A	N/A	Pre-PRC	2020	$2,649,000		5		Project at conceptual stage.		No	N/A
Wrentham	Wrentham	Intersection Improvements at Route 1A and Route 140	N/A	Pre-PRC	2020	N/A		5		Project at conceptual stage.		No	N/A
Bicycle and Pedestrian													
Franklin	Franklin	Southern New England Trunk Trail (SNETT) Extension, from Grove Street to Franklin Town Center	N/A	Pre-PRC	2021	N/A		3		Project at conceptual stage.		No	
Hopkinton	Hopkinton	Campus Trail Connector, Shared Use Trail Construction	611932	PRC approved (9/24/2020)	2020	$1,750,700	NSTF	3	Bicycle and Pedestrian			No	N/A
Norfolk, Walpole, and Wrentham	Norfolk	Metacomet Greenway	N/A	Pre-PRC	2021	N/A		5		Project at conceptual stage. Feasibility analysis complete. Pilot development will start with Hill to Pine Street through old rail bed ROW. Includes bridge over Route 115 due to traffic concerns.		No	N/A
Sherborn	Sherborn	Upper Charles River Trail Extension to Framingham City Line	N/A	Pre-PRC	2021	N/A		3		Project at conceptual stage.		No	N/A
Major Infrastructure													
Bellingham	MassDOT	Ramp Construction & Relocation, I-495 at Route 126 (Hartford Avenue)	604862	PRC approved (2006)	2017 or earlier	$13,543,400	SWAP	3	Major Infrastructure	High priority for District 3		No	N/A
Three Rivers Interlocal Council													
Complete Streets													
Canton, Milton	MassDOT	Roadway Improvements on Route 138	608484	PRC approved (2016)	2020	$18,467,500		6		Milton also in ICC subregion. Project a high priority for the TRIC subregion. District is working to refine scope. Nine miles in length, may require phasing.	York Street to Truman Highway. Appx 9 miles.	Yes	N/A
Canton	Canton	Lower Randolph Reconstruction (Route 138, Turnpike Avenue to Colts Crossing)	N/A	Pre-PRC	2023	TBD		6		Emerged in discussions following application of Randolph and York Street Signal Installation for FFY 2024-2028 STIP. Sidewalk installation, bike lanes, crosswalks, roadway rehabilitation, signal improvements at the Route 138 and, potentially, York Street intersection. Crosswalks near Ponkapoag Pond trailhead.	Randolph Street from Route 138 to Colts Crossing.	No	N/A
Medfield	Medfield	Reconstruction of Route 109 (Millis T/L to Hartford Street)	N/A	Pre-PRC	2021	N/A		3		Added through subregional outreach. Working with Ann Sullivan and Arthur Frost at D3, BETA is design consultant.	MIllis T/L to Hartford St.	Maybe?	N/A
Milton	MassDOT	Reconstruction on Granite Avenue, from Neponset River to Squantum Street	608406	25% submitted (2/10/2017)	2017 or earlier	$3,665,146	TRIC	6	Complete Streets	Milton also in ICC subregion.		No	N/A
Milton	Milton	Adams Street Improvements, from Randolph Avenue to Eliot Street	610820	PRC approved (4/30/2020)	2020	$1,799,330		6		Milton also in ICC subregion. Preliminary design.	Randolph Avenue to Eliot Street at Neponset River. Appx. 0.10 miles. -42.2703, -71.0679	No	N/A
Needham	Needham	Reconstruction of Highland Avenue, from Webster Street to Great Plains Avenue	612536	PRC approved (10/21/2021)	2021	$10,402,402		6		Needham also in ICC subregion.		No	N/A
Dover, Needham	Dover, Needham	Centre Street Bridge Replacement	N/A	Pre-PRC	2022	N/A		6		Historic-eligible, needs replacement as it is 1850's era.		No	N/A
Westwood	Westwood	Reconstruction of Canton Street (East Street Rotary and University Avenue)	608158	25% Package Received (2/18/2022)	2017 or earlier	$19,047,306	TRIC	6	Complete Streets	Priority for municipality. MassDOT expresses concerns regarding project readiness due to scope fluctuations. PINFO includes bridge rehab work. Application submitted for FFY2024-2028.	1.9 miles	Yes	N/A
Intersection Improvements													
Canton	Canton	Signal Installation at Randolph Street and York Street	N/A	Pre-PRC	2022	$500,000		6		Application submitted for FFY 2024-2028 TIP. Municipality requested $50,000 against a total estimate of $500,000. Significant funding in local mitigation fund for match.	Randolph Street at York Street	Yes	N/A
Foxborough	Foxborough	Intersection Signalization at Route 140/Walnut Street and Route 140/I-95 (SB Ramp)	612740	PRC Approved (5/12/2022)	2021	$11,902,600		5		Added through subregional outreach. Town has advanced design outside of TIP process. District supports project. Budget has increased from original $5M estimate in 2021.		No	N/A
Medfield	Medfield	Intersection Improvements at Route 27 and West Street	612807	PRC Approved (5/12/2022)	2021	$3,987,500		3		Added through subregional outreach.		No	N/A
Bicycle and Pedestrian													
Canton	Canton	Warner Trail Extension, from Sharon to Blue Hills Reservation	N/A	Pre-PRC	2021	N/A		6		Added through subregional outreach. Feasibility study currently underway.		No	N/A
Major Infrastructure													
Canton, Westwood	MassDOT	Interchange Improvements at I-95 / I-93 / University Avenue / I-95 Widening	87790	25% submitted (7/25/14)	2017 or earlier	$202,205,994	TRIC	6	Major Infrastructure	Project not programmed in *Destination 2040*. IIt is on a regionally-significant roadway and adds roadway capacity. If programmed in the TIP, this project would also need to be included in *Destination 2050*. Last scored for FFYs 2020-24 TIP. Regional priority, potential discretionary grant project via MassDOT for State Highway funding.		No	47

Table A-2
FFYs 2025–29 Regional Target Projects and Their Relationships to Plans and Performance Measures

This table contains unprogrammed projects in the Boston region that may be considered for evaluation in the FFYs 2025–29 TIP cycle. Not all projects listed in this table will be evaluated for funding in the FFYs 2025–29 TIP, as projects must be approved by the Project Review Committee and proponents must submit sufficient project documentation prior to scoring. The MPO has also established a policy to prioritize projects that have reached the 25% design submission stage for funding. This list is subject to change as more project information is received.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
610544	Peabody–Multi-Use Path Construction of Independence Greenway at Interstate 95 and Route 1	Bicycle and Pedestrian	Construct a new multi-use paved path along the abandoned railbed between two existing segments of the Independence Greenway in Peabody and create a connection to the existing Border to Boston trailhead at Lowell Street.	Peabody	2025	This project will extend the MassDOT Off-Street High Comfort Bike Network, as identified in the 2019 Massachusetts Bicycle Plan.	This project will create nearly two miles of multi-use trail, connect other segments of the Independence Greenway, and create a link to the Border to Boston trail. By connecting these sections of the regional bike network, this project is expected to increase non-SOV travel. Improved signalization near ramps to Route 1 may help facilitate motorized and nonmotorized traffic flow and reduce PHED on this NHS corridor. This project is also expected to improve safety for bicyclists and pedestrians and to reduce CO_2 and other transportation-related emissions.
S12700	CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION – ROCKPORT AND LANESVILLE	Community Connections	Expand existing CATA On Demand microtransit service to Rockport and to an additional neighborhood in Gloucester, and to help customers reach a wider array of essential destinations.	Gloucester, Rockport	2023–25	N/A	This project may increase non-SOV travel by expanding CATA's microtransit service to new areas and supporting its ability to serve customers beyond those commuting to transit or specific employment centers. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Gloucester and Rockport. This project is expected to reduce CO_2 and other transportation-related emissions.
S12701	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION – HUDSON AND MARLBOROUGH	Community Connections	Expand MWRTA's CatchConnect microtransit service to Hudson and Marlborough, which will support connections to MWRTA's fixed-route network.	Hudson, Marlborough	2023–25	N/A	This project may increase non-SOV travel by expanding microtransit service to new areas. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Hudson and Marlborough. This project is expected to help reduce CO_2 emissions.
S12703	Montachusett Regional Transit Authority (MART) –MART Microtransit Service	Community Connections	Establish an on-demand microtransit service that will serve Bolton, Boxborough, Littleton, and Stow.	Bolton, Boxborough, Littleton, and Stow	2023–25	N/A	This project may increase non-SOV travel by providing a new transit option. It may reduce PHED and improve reliability on the NHS by providing an alternative to SOV travel on NHS routes in Boxborough, Bolton, Littleton, and Stow. It is expected to reduce CO_2 and other transportation-related emissions.
S12699	STONEHAM- SHUTTLE SERVICE	Community Connections	Create a fixed route shuttle service to connect to job centers and MBTA bus services in Stoneham.	Stoneham	2023–25	N/A	This project may increase non-SOV travel by providing new transit options and creating additional connections to existing MBTA bus service.
S12697	WATERTOWN- PLEASANT STREET SHUTTLE SERVICE EXPANSION	Community Connections	Expand the operating period for the fixed-route Pleasant Street shuttle service from Watertown to Harvard Square Station in Cambridge.	Watertown	2023–25	N/A	This project may increase non-SOV travel by providing new transit options and creating additional connections to existing MBTA bus and rapid transit service at Harvard Square Station in Cambridge.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
606453	Boston–Improvements on Boylston Street	Complete Streets	Improve the roadway cross section, signals, and bicycle and pedestrian accommodations in the project corridor.	Boston	2026	N/A	The project area overlaps a 2017–19 HSIP all-mode crash cluster location, a 2010–19 HSIP bicycle crash cluster location, and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than two lane miles of substandard NHS pavement, will address reliability needs on an unreliable NHS segment, and may also reduce PHED on that segment. It will improve substandard sidewalks and add bicycle lanes in the project corridor; these features are expected to increase non-SOV travel. The project is also expected to reduce CO_2 and other transportation-related emissions.
610932	Brookline–Rehabilitation of Washington Street	Complete Streets	Replace signals, reconstruct sidewalks and pavement, and provide protected bicycle facilities and dedicated bus pull-out spaces in the Washington Street corridor between Washington Square and Brookline Village.	Brookline	2028	N/A	The project area overlaps two 2010–19 HSIP bicycle crash cluster locations and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve substandard sidewalks, implement bicycle lanes, upgrade signals to include TSP, and add bus shelters to the corridor; these features are expected to increase non-SOV travel. The project is expected to reduce CO_2 and other transportation-related emissions.
611983	Chelsea–Park and Pearl Street Reconstruction	Complete Streets	Improve safety and mobility on Park and Pearl Street by improving signals and roadway geometry, reconstructing sidewalks, and adding bicycle facilities.	Chelsea	2027	N/A	The project area overlaps a 2017–19 HSIP all-mode crash cluster location, a 2010–19 HSIP bicycle crash cluster location, and two 2010–19 HSIP pedestrian crash cluster locations. The project is expected to improve safety performance, including for bicyclists and pedestrians. The project will reconstruct sidewalks, improve bicycle amenities, and implement TSP; these features are expected to increase non-SOV travel. The project is expected to reduce CO_2 and other transportation-related emissions.
609257	Everett–Rehabilitation of Beacham Street, from Route 99 to Chelsea City Line	Complete Streets	Reconstruct Beacham Street to reduce vehicular collisions and improve bicycle and pedestrian travel.	Everett	2027	N/A	This project is expected to improve transportation safety, including for bicyclists and pedestrians. It will improve substandard sidewalks and include a shared-use path—both features may encourage non-SOV travel and improve safety performance. The project is expected to reduce CO_2 and other transportation-related emissions.
605168	Hingham–Intersection Improvements at Route 3A/Summer Street Rotary	Complete Streets	Improve multimodal access between Hingham Center, residential areas, and Hingham Harbor and make safety improvements, including by establishing a small roundabout at the intersection of Route 3A and Summer Street.	Hingham	2026	This project location was studied in "Summer Street/ George Washington Boulevard Subregional Priority Roadway Study in Hingham and Hull" (CTPS, 2016).	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than a lane mile of substandard pavement on the NHS, and the geometric improvements included in the project are expected to help reduce delay and potentially PHED on the NHS. The project is expected to improve substandard sidewalks, add new sidewalks, and add bicycle accommodations, including a shared-use path. These features may support increases in non-SOV travel. The project is also expected to reduce CO_2 and other transportation-related emissions.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
605743	Ipswich–Resurfacing and Related Work on Central and South Main Streets	Complete Streets	Reconstruct the roadway between Mineral Street and Poplar Street to improve the roadway surface. Make minor geometric improvements at intersections, include pedestrian crossings, and improve sidewalks.	Ipswich	2027–28	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. It will improve more than a lane mile of substandard pavement on the NHS. It will upgrade substandard sidewalks, and it is expected to add bicycle lanes; both features may encourage non-SOV travel. The project is also expected to reduce CO_2 and other transportation-related emissions.
609252	Lynn–Rehabilitation of Essex Street	Complete Streets	Make key bicycle and pedestrian safety improvements and operational improvements, such as signal upgrades, in the project corridor.	Lynn	2026–27	N/A	The project area overlaps five 2017–19 all-mode HSIP crash cluster locations and three 2010–19 HSIP pedestrian crash cluster locations. The project is expected to improve safety performance, including for bicyclists and pedestrians. Planned improvements to signals and roadway geometry in the corridor may help improve reliability on nearby unreliable NHS segments and may also reduce PHED on those segments. It is expected to reconstruct substandard sidewalks and add bicycle lanes; these features are expected to increase non-SOV travel. This project is also expected to reduce CO_2 and other transportation-related emissions.
609246	Lynn– Reconstruction of Western Avenue	Complete Streets	Reconstruct Western Avenue between Centre Street and Eastern Avenue. Improve signal timing, intersection design, and bus stop locations. Implement bicycle and ADA-compliant pedestrian improvements.	Lynn	2028–30	N/A	The project area overlaps five 2017–19 all-mode HSIP crash cluster locations, two 2010–19 HSIP pedestrian crash cluster locations and one 2010–19 HSIP bicycle crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians, and it will improve nearly 4 lane miles of substandard pavement on the NHS. The signal improvements included in the project are expected reduce delay and may help reduce PHED and improve reliability on the NHS. It will reconstruct sidewalks and add bike lanes, TSP, and bus amenities; these features are expected to increase non-SOV travel. This project is also expected to reduce CO_2 and other transportation-related emissions.
608045	Milford–Rehabilitation on Route 16, from Route 109 to Beaver Street	Complete Streets	Improve vehicular safety and traffic flow through the implementation of a road diet, additional roadway reconstruction, bicycle and pedestrian accommodations, and enhanced signalization on Route 16 (East Main Street) from Route 109 (Medway Road) to Beaver Street.	Milford	2026	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. The project is also expected to upgrade substandard sidewalks, add new sidewalks, and add shared-use paths; these features are expected to increase non-SOV travel.
609432	Salem–Peabody-Boston Street Improvements	Complete Streets	Incorporate complete streets elements and a separated bicycle path into the corridor. Add a new signal at Boston Street and Aborn Street and upgrade existing signals at other intersections along the corridor.	Salem	2027	N/A	The project area overlaps a 2010–19 HSIP pedestrian crash cluster location, and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve more than a lane mile of substandard NHS pavement. The project includes signal and geometry improvements and is expected to reduce delay, which may reduce PHED and improve reliability on the NHS. It will implement sidewalks on both sides of the corridor and add separated bicycle facilities; these features are expected to increase non-SOV travel. This project is expected to reduce CO_2 and other transportation-related emissions.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
610662	Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (Main Street), Winn Street, Pleasant Street, and Montvale Avenue	Complete Streets	Improve safety and congestion within the Woburn Common area by making safety and operational improvements, reconfiguring the Woburn Common rotary, and reconstructing and realigning roadways. The project will also reconstruct sidewalks, add bike lanes, and upgrade or add signals in the area.	Woburn	2029	N/A	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and a 2010–19 HSIP pedestrian crash cluster location. The project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve nearly two lane miles of substandard pavement on the NHS. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will reconstruct sidewalks to support pedestrian safety and mobility. It is also expected to include bicycle accommodations and to reduce CO_2 and other transportation-related emissions.
608436	Ashland–Rehabilitation and Rail Crossing Improvements on Cherry Street	Intersection Improvements	Improve the safety features on Cherry Street and Main Street to establish a Federal Railroad Administration Quiet Zone surrounding the railroad crossings on those two roadways. Install roadway medians, enhance existing railroad crossing signals and gates, reconstruct pavement, construct sidewalks, and improve drainage in the project area.	Ashland	2028	N/A	The project is expected to improve safety performance at a railroad crossing location, including for bicyclists and pedestrians.
608067	Woburn–Intersection Reconstruction at Route 3 (Cambridge Road) and Bedford Road and South Bedford Street	Intersection Improvements	Reconstruct the intersection and all traffic signal equipment. Enhance roadway geometry to provide exclusive turn lanes for intersection approaches. Reconstruct existing sidewalks, construct new sidewalks, and add bicycle lanes and ADA-compliant bus stops, where feasible.	Woburn	2025	N/A	The project is expected to improve safety performance, including for bicyclists and pedestrians. The project is expected to improve existing sidewalks and add new sidewalks at the intersection, as well as add new bike lanes; all of these features may encourage non-SOV travel. The geometric improvements included in the project are expected to help reduce delay and potentially PHED on nearby NHS routes. The project is expected to reduce CO_2 and other transportation-related emissions.
605857	Norwood–Intersection Improvements at Route 1 and University Avenue/Everett Street	Intersection Improvements	Upgrade traffic signals and make associated geometric improvements at the intersection of Route 1, University Avenue and Everett Street. Construct an additional travel lane in each direction on Route 1, lengthen left-turn lanes, upgrade pedestrian crossings and bicycle amenities, and rehabilitate sidewalks.	Norwood, Westwood	2026	The Route 1 corridor in Norwood is identified as a priority bottleneck in the *Destination 2040* Needs Assessment. This location was studied in "Route 1 at Everett Street and University Avenue" (CTPS, 2014).	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. It is expected to improve nearly three lane miles of pavement on the NHS. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will improve substandard sidewalks and add new sidewalks and bicycle accommodations, all of which may encourage non-SOV travel. It is expected to reduce CO_2 and other transportation-related emissions.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
608940	Weston–Intersection Improvements at Boston Post Road (Route 20) at Wellesley Street	Intersection Improvements	Address safety, congestion, and connectivity concerns at the intersection of Route 20, Boston Post Road, and Wellesley Street by installing a new signal system, implementing geometric improvements, replacing and adding sidewalks, and adding bicycle lanes.	Weston	2026	This project intersects a priority bottleneck location identified in the *Destination 2040* Needs Assessment.	The project area overlaps a 2017–19 all-mode HSIP crash cluster location and the project is expected to improve safety performance, including for bicyclists and pedestrians. Signal and geometric improvements included in the project may improve reliability on unreliable NHS segments within the project area and potentially reduce PHED. The project will improve and add sidewalks and add bicycle lanes; these features may encourage non-SOV travel. It is expected to reduce CO_2 and other transportation-related emissions.
607981	Somerville–McGrath Boulevard Reconstruction	Major Infrastructure: Roadway	Remove the existing McCarthy Viaduct and replace it with an at-grade urban boulevard. Rationalize intersections, improve signalization, and create off-street pedestrian and bicycle facilities. Improve bus operations by installing floating/in-lane bus stops, transit signal priority, and bus queue-jump lanes at key intersections.	Somerville	2027–30	This project is included in *Destination 2050*, the MPO's LRTP. This project changes network capacity and is considered regionally significant for air quality modeling.	The project area overlaps a 2017–19 all-mode HSIP crash cluster location, a 2010–19 HSIP pedestrian crash cluster location, and a 2010–19 HSIP bicycle crash cluster location. It is expected to improve safety performance, including for bicyclists and pedestrians. It will improve one NHS bridge and improve more than four lane miles of substandard pavement on the NHS. The geometric and signal improvements included in the project may reduce PHED and improve reliability on this portion of the NHS network. The project will improve bus operations and amenities, reconstruct and reconfigure sidewalks, and add off-street bicycle and pedestrian facilities; these features are expected to increase non-SOV travel. It was analyzed as part of a set of recommended LRTP projects, and MPO staff estimate that this set will decrease CO_2 emissions in the region compared to a no-build scenario.
613088	MALDEN - SPOT POND BROOK GREENWAY	Bicycle Network and Pedestrian Connections	The Spot Pond Brook Greenway is a proposed shared-use path connecting Malden's Oak Grove neighborhood with the Northern Strand Community Trail and Malden River via downtown Malden. The 1.1 mile, 11 foot wide shared-use path will replace existing sidewalk infrastructure and narrow roadway widths to accommodate the new bicycle/pedestrian facility on existing right-of-way. The project will also install wayfinding signage on existing roadway facilities to connect the northern terminus of the path at Coytemore Lea Park with the Oak Grove MBTA station.	MALDEN	2028	This project includes sections of the Mystic Highlands Greenway, a regional trail connection initiative.	This project includes a 2017-19 bicycle HSIP crash cluster location and will improve the safety of bicyclists and pedestrians throughout the project area. The project will also improve connectivity to MBTA bus and rail transit facilities.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
610691	NATICK- COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET	Bicycle Network and Pedestrian Connections	Construction of a shared-use bridge to connect the Cochituate Rail Trail to Route 27. Improvements to multimodal connectivity at Natick Center commuter rail station. Project would be the final extension of the Cochituate Rail Trail.	NATICK	2028	This project finalizes the Cochituate Rail Trail with a direct connection into a new MBTA Natick Center Commuter Rail Station. The development of the project coordinated with the MBTA and with MassDOT, which at the time of project evaluation was implementing additional bicycle network enhancements as part of its Route 27 reconstruction.	This project constructs a new grade-separated facility as part of the Cochituate Rail Trail to establish safe pedestriana nd bicycle connections between MBTA Commuter Rail facilities and downtown Natick into the Cochituate Rail Trail.
608158	WESTWOOD-NORWOOD-RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	Complete Streets	The project will install new pedestrian sidewalks on the west side of the roadway and a shared-use path on the east side of the roadway. These facilities are being constructed where no dedicated facilities currently exist to improve multimodal accessibility to area residences, employment centers, and open space. Bridge N25032 will be replaced for improved multimodal access and freight rail clearance beneath. The project improves roadway geometry for all vehicles, including visibility improvements on five curves for stopping sight distance, the addition of truck apron turn lanes, and median installation. High-visibility crosswalks and rectangular rapid flashing beacons (RRFBs) will be added in seven locations. New medians will function as pedestrian refuges. New or relocated street lighting will be mounted on utility poles. Reflective signing and markers will be improved.	WESTWOOD	2027–28	N/A	This project replaces the deck of an NHS bridge structure and improves the clearance of the superstructure to facilitate freight movement. The project creates safe pedestrian and bicycle facilities along Canton Street, which lacks any facilities at the time of project programming. These multimodal facilities improve access to nearby transit facilities at the Route 128 / University Park MBTA and Amtrak station.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
612989	BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	Complete Streets	Replace superstructure of a major bridge over the MBTA Orange Line, commuter rail, Amtrak lines, and Interstate 93. Pursue state-of-good-repair investments to avoid closures and limit impacts to nearby projects (for example, projects on Mystic Avenue, Maffa Way, Rutherford Avenue, and McGrath Highway). Enhance multimodal accessibility for a key link to Sullivan Square MBTA station, including expanding bus facility access.	BOSTON	2027	This project is consistent with the City of Boston's Sullivan Square Design Project. This project is also listed in the Boston Region MPO's Long Range Transportation Plan, *Destination 2050*.	This project replaces the deck and superstructure of an NHS bridge structure over MBTA, Amtrak, and freight rail and beneath Interstate 93. The new bridge will support a westbound bus lane to facilitate improved transit connectivity between Boston's Charlestown neighborhood and Somerville.
613145	WAKEFIELD- COMPREHENSIVE DOWNTOWN MAIN STREET RECONSTRUCTION	Complete Streets	Complete Streets enhancements to improve pedestrian and bicycle safety along a major local economic generator. Traffic signal upgrade at the intersection of Church and Salem Streets with geometry adjustments to improve turn radii and reduce emergency response times. Pedestrian signal upgrades, new crosswalks, pedestrian refuge islands, installation of a shared-use-path, and new pedestrian lighting. Partial closure of Common Street to thru-traffic to improve pedestrian accessibility for Upper and Lower Common open space.	WAKEFIELD	2028	This project includes sections of the Mystic Highlands Greenway, a regional trail connection initiative.	This project implements complete streets enhancements and traffic calming measures along a section of NHS roadway to complement investments in transit-oriented-development in Wakefield. These investments are also part of a larger regional investment in trails and bicycle paths for the Mystic Highlands Greenway, and the project provides for connectivity into the future Wakefield-Lynnfield Rail Trail.
S12807	MWRTA CATCHCONNECT MICTROTRANSIT EXPANSION PHASE 2 – FRAMINGHAM AND NATICK EXTENDED HOURS	Community Connections	"Expansion of the CatchConnect microtransit program within the municipalities of Framingham and Natick on weeknights during evening hours. CatchConnect would be available within these communities between approximately 7:30 PM and 10:30 PM Monday through Friday, providing a supplemental public transportation resource following the conclusion of traditional fixed-route service. "	MWRTA	2024-2026	Expansion of microtransit services in underserved transit areas is highlighted in the MPO's Coordinated Public Transit and Human Services Transportation (HST) Plan. CTPS has also conducted studies regarding MicroTransit with favorable recommendations for MWRTA in the past.	This project will reduce CO_2 emissions by reducing SOV travel by providing for expanded service hours and area for microtransit.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
609532	CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE	Intersection Improvements	The project will include corridor wide safety improvements targeted at reducing incidents for all users. Standard safety countermeasures such as improved signage, lighting, traffic calming streetscape elements, curb extensions, signal upgrades (where applicable) and other countermeasures may be incorporated. In addition, it is expected that the corridor's pavement, sidewalks and bus transit amenities will be improved or replaced.	MassDOT	2026	N/A	This project is located at a Top 200 crash location and will implement safety improvements for all users of the roadway. The project will reduce CO_2 emissions.
S12819	JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	Transit Transformation	Includes construction of new elevator, modernization of existing elevator, lighting improvements, and various state of good repair improvements to the station.	MBTA	2024-2025	This project is part of the MBTA's larger System-Wide Accessibility project portfolio.	This project provides for the maintenance and modernization of existing rapid transit facilities to encourage mode shift and support system reliability for the MBTA's Orange Line.
S12974	MBTA- CENTRAL SQUARE STATION ACCESSIBILITY IMPROVEMENTS (CAMBRIDGE)	Transit Transformation	This project will construct two redundant elevators and modernize the existing outbound elevator. The current elevator is one of the most unreliable elevators in the MBTA system. The opposite, inbound elevator was fully modernized in 2020.	MBTA	2025	This project is part of the MBTA's larger System-Wide Accessibility project portfolio.	This project maintains and improves the accessibility of a rapid transit facility on the MBTA's Red Line. Improvements are focused on one of the most unreliable elevators in the transit system.
S12975	MBTA– SYSTEMWIDE PEDAL AND PARK MODERNIZATION (ALEWIFE, ASHMONT, BRAINTREE, DAVIS SQUARE, FOREST HILLS, MALDEN CENTER, NUBIAN, OAK GROVE, ROUTE 128, SALEM, SOUTH STATION, WOLLASTON, WONDERLAND)	Transit Transformation	This project updates 15 MBTA Pedal & Park facilities systemwide to provide a more inclusive, accessible, efficient, and user-friendly standard of bike and micromobility parking, wayfinding, and bike maintenance equipment. The project improves Pedal and Park facilities at transit stations across nine municipalities.	MBTA	2025	N/A	This project improves intermodal access between persons who use bicycles for transportation and the transit system while also maintaining existing facilities.
S12976	MBTA– NUBIAN SQUARE ACCESSIBILITY AND OPERATIONAL IMPROVEMENTS (BOSTON)	Transit Transformation	This project will construct accessible passenger platforms at Nubian Station to reverse direction of MBTA buses and leverage the City of Boston's street network improvements for increased service efficiency. The project improves signals, striping, and adjusts the curb.	MBTA	2025	This project is consistent with the aims of the MBTA's Bus Network Redesign	This project reduces travel times and improves safety for bus riders and other users of Nubian Station in Boston's Roxbury neighborhood.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
S12986	RAIL TRANSFORMATION - EARLY ACTION ITEMS - READING STATION AND WILBUR INTERLOCKING	Transit Transformation	Addition of a turn track at Reading Station and improvements to the siding at Wilbur Interlocking on the Lowell Line to enable 30 minute headways in the short term and higher frequencies with electrified rolling stock. • Improvements would reduce conflicts with freight and the Amtrak Downeaster while facilitating bus integration.	MBTA	2024–25	This project implements early term action items for a new program in the MBTA's 2024-2028 Capital Investment Plan.	This project maintains commuter rail facilities and provides for additional signal and track improvements to increase the capacity of rail infrastructure. These capacity enhancements allow for reductions in headways and establish a foundation for future electrification efforts for the rail network.
S12985	COLUMBUS AVE BUS LANE PHASE II	Transit Transformation	Building on Phase 1, Phase 2 of the project includes bus-only lanes, transit signal priority, improvements to bus stops and shelters along Columbus Ave. and Tremont St., and enhanced pedestrian and bicycle connections. • New project elements include green infrastructure to promote traffic calming and reduce impervious surfaces.	MBTA	2021, 2024–25	This project builds upon completed Phase 1 work along Columbus Avenue that was performed by the MBTA and City of Boston.	The project improves bus transit along Columbus Avenue in Boston to provide for rapid and reliable connectivity for bus routes running parralel to the MBTA's Orange Line facilities. This project also establishes connections into those facilities for buses, and improves bicycle and pedestrian safety along the route.
S12820	BIKESHARE STATE OF GOOD REPAIR SET-ASIDE	Community Connections	This line item sets aside funding to support Bikeshare investments within the Community Connections program. Example uses of this set-aside include bikeshare system expansion, as well as replacement and upgrades to existing stations.	CTPS	2026–29	This funding implements a recommendation that will be made in the MPO's upcoming LRTP, *Destination 2050*, regarding the establishment of dedicated funding to support Bikeshare investment throughout the region.	This line item will ensure the maintenance and modernization of existing bikeshare infrastructure within the Boston Region while providing additional funding resources for expansion into neighboring municipalities.
613319	SUDBURY-FRAMINGHAM-BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST	Bicycle Network and Pedestrian Connections	Phase 3 of the Bruce Freeman Rail Trail (BFRT) spans approximately 1.3 miles from Eaton Road W in Framingham to the Sudbury Diamond Railroad Crossing. The proposed trail will be a 10 foot paved shared-use path along the former railroad corridor with 2 foot dense graded crushed stone shoulders. Sidewalks and pedestrian curb ramps at the at-grade intersection of the trail and Route 20 are proposed to be updated to create an ADA compliant and accessible crossing at the existing signalized intersection of Nobscot Rd/Route 20. A parking lot is also being proposed along Nobscot Road, approximately 550 feet south of Route 20. Other work includes fixing or replacing culverts and stream crossings where necessary and implementing safety fencing along the trail where necessary. This project is funded across two Federal Fiscal Years starting in FFY 2029.	Sudbury	2029–30	N/A	This line item will expand the regional trail network and create a linkage for further trail extensions into the City of Framingham, the first phase of which is planned for implementation in MassDOT's Statewide Highway Program.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
612963	BELLINGHAM-ROADWAY REHABILITATION OF ROUTE 126 (HARTFORD ROAD), FROM 800 NORTH OF THE I-495 NB OFF RAMP TO MEDWAY TL, INCLUDING B-06-017	Complete Streets	The project includes roadway rehabilitation along 1.5 miles of Route 126, improved pedestrian and bicycle accommodations with full bilateral sidewalks and a shared-use path, and improvements to the bridge over Hopping Brook (B-06-017). An existing traffic signal at Maple Street will be upgraded and a new signal installed at Pearl Street. The project not only improves drainage throughout the project area but will incorporate improvements for better conveyance of Stall Brook under Route 126 for riverine flood mitigation. This project is funded across two Federal Fiscal years starting in FFY 2029.	Bellingham	2029–30	This project is consistent with a 2011 study and report titled "Route 126 Corridor: Transportation Improvement Study" that reviewed roadway conditions between Framingham, Ashland, Holliston, Medway, and Bellingham.	This project improves the condition of roadways and bridges in the Boston Region while incorporating safe shared use path connections near to areas frequented by vulnerable roadway users, including schoolchildren. The project upgrades existing safety infrastructure and installs a new signal. The project also incorporates improvements to resiliency by expanding culverts for riverine flood mitigation.
612738	IPSWICH- ARGILLA ROAD ROADWAY RECONSTRUCTION	Complete Streets	This project will reconstruct and elevate Argilla Road between the Crane Estate driveway and Crane Beach parking lot entrance in order to protect against sunny day and King Tide coastal flood conditions through 2100. The project will widen an existing culvert and introduce new culverts in order to improve horizontal transmission of floodwaters and the marsh beneath the roadway, limiting contamination of sensitive environmental areas and further reducing the possibility for floodwaters to overtop the roadway. The project will incorporate a stabilized shoulder and embankment using native plantings to mitigate scoring and erosion while providing a safer shoulder to improve access without damaging the nearby marsh. The project also incorporates intersection safety and geometry improvements at the driveway to the Crane Estate. This project will be funded across two Federal Fiscal Years starting in FFY 2029.	Ipswich	2029–30	N/A	The primary focus of this project is in bolstering the resilience of the regional transportation system to ensure access to open space. The project also incorporates additional traffic safety improvements.
610823	QUINCY-INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE	Intersection Improvements	This project will reconstruct the intersection of Willard Street and Ricciuti Drive near the Interstate 93 off ramp to provide a signalized intersection and shared use path for safer connectivity to Quincy Quarries and housing along Ricciuti Drive. The work will adjust intersection geometry including moving the curb line, reconstructing sidewalk, moving drainage structures, and updating ADA compliance for ramps in the area.	Quincy	2026	N/A	This project primarily focuses on improving safety for vulnerable users and mitigating hazards at locations near to limited access highways. The project incorporates expansion of safe bicycle infrastructure near to nearby trails and greenways.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
S12972	MWRTA- PROCUREMENT OF THREE 29 FOOT BUSES	Transit Transformation		MWRTA	2025	This project is consistent with the MWRTA's Comprehensive Regional Transit Plan (2020).	This line item will support improvements to the accessiblity of MWRTA's transit services and the transition of its fleet towards low-no emission vehicles.
S12971	MWRTA- BLANDIN HUB EQUITABLE REDESIGN INITIATIVE	Transit Transformation	This project will design and engineer improvements to the MetroWest Regional Transit Authority's Blandin Hub facility, the MWRTA's primary operations and maintenance building and a key passenger transportation hub. The Blandin Hub may be upgraded to feature an ADA-accessible driver dispatch and driver area within the operations facility, upgrades to electrical systems and HVAC energy recovery, restrooms, and driver amenities for a new training facility and expanded vehicle bays. The design will expand the customer waiting and transfer area to include a weather-enclosed waiting space in addition to other rider amenities.	MWRTA	2025–26	This project is consistent with the MWRTA's Comprehensive Regional Transit Plan (2020).	This project will design transformative improvements for passenger facility and MWRTA employee operations at its Blandin Hub. These improvements will enhance the accessibility, comfort, and efficiency of MWRTA's facility while also enabling improvements towards clean energy generation and fleet conversion goals held by the MWRTA.
S12970	CATA - VEHICLE REPLACEMENT (4 VEHICLES)	Transit Transformation	This project will replace four vehicles in CATAs bus fleet that have reached the end of their useful life, with two vehicles reaching the end of their lifecycle in 2022 and two in 2023. The vehicles will be procured using an existing option for purchase of diesel electric hybrid buses.	CATA	2025-26	This project is consistent with CATA's Comprehensive Regional Transit Plan (2020).	This project will facilitate the transition of vehicles in CATA's fleet towards cleaner sources of energy while also maintaing a robust state of operability.
S12969	CATA - CATA GLOUCESTER FACILITY MODERNIZATION	Transit Transformation	This project will modernize and weatherize CATA's operating facility in Gloucester with plumbing and HVAC upgrades, fuel system storage and hose replacements, repair or replacement of facility windows and garage doors, emergency power supply replacement, and culvert repair to ensure continued access to the facility.	CATA	2025	This project is consistent with CATA's Comprehensive Regional Transit Plan (2020).	This project improves the state of good repair and energy efficiency of the primary transit facility for the Cape Ann Transportation Authority.
S12968	CATA - FARE UPGRADES FOR ADA AND DIAL-A-RIDE CUSTOMERS	Transit Transformation	This project will incorporate cashless payment for ADA and dial-a-ride customers of CATA's services to improve accessibility for the system.	CATA	2025	This project is consistent with CATA's Comprehensive Regional Transit Plan (2020) and the Boston Region MPO's Coordinated Public Transit, Human Services Transportation Plan.	This line item provides funding to support access to transit services for persons with disabilities.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
S12981	NORFOLK-WRENTHAM-WALPOLE-SHARED-USE PATH INSTALLATION (METACOMET GREENWAY) [DESIGN ONLY]	Bicycle and Pedestrian	This project will design over 3 miles of new shared use pathways in the communities of Norfolk, Walpole, and Wrentham. Construction of this project would be delivered under Project #613644, and is expected to be advertised for construction as early as FFY 2030. Depending on the findings of design development, implementation may commence under separate phases of the project over multiple years.	Norfolk, Walpole, Wrentham	2025	This project is a joint effort between three municipalities to advance design for a regional greenway.	The project designs improvements to the regional trails system in an area where multimodal access is currently limited. The proposed trails connect to areas of planned housing development. This project was selected in the FFYs 2025 Project Design Pilot in the FFY2025–29 TIP in an effort to bolster the readiness of projects that would eventually seek construction funding in the TIP.
S12982	FRAMINGHAM- CHRIS WALSH TRAIL PHASE 2 [DESIGN ONLY]	Bicycle and Pedestrian	This project will fund design of the second phase of the Chris Walsh Aqueduct Trail along Farm Pond in the City of Framingham. This second phase would bring the planned trail across a former MWRA aqueduct into Framingham MBTA Station to provide connectivity to transit modes and Framingham's downtown. The project is expected to advertise for construction as early as FFY 2030.	Framingham	2025	N/A	The project designs improvements to develop safe, accessible connections between existing and planned housing and the regional transit system via Framingham Station. This project was selected in the FFYs 2025 Project Design Pilot in the FFY2025–29 TIP in an effort to bolster the readiness of projects that would eventually seek construction funding in the TIP.
S12983	SHERBORN-RECONSTRUCTION OF ROUTE 27 AND ROUTE 16 [DESIGN ONLY]	Intersection Improvements	This project will design improvements to various intersections and a rail grade crossing in downtown Sherborn to improve safety for all roadway users. Construction for this project is expected to advertise as early as FFY 2030.	Sherborn	2025	N/A	This project will design complete streets and rail grade crossing improvements to improve safety for all users. This project was selected in the FFYs 2025 Project Design Pilot in the FFY2025–29 TIP in an effort to bolster the readiness of projects that would eventually seek construction funding in the TIP. The Town of Sherborn had not been programmed for a regionally prioritized project in over 15 years at the time of application to the Project Design pilot, and the programming of this project indicates advancement towards improving the accessibility of TIP funding through the Project Design Pilot.
S12984	HOLLISTON-INTERSECTION IMPROVEMENTS AT ROUTE 16 AND WHITNEY STREET [DESIGN ONLY]	Intersection Improvements	This project will design the signalization of the intersection of Route 16 and Whitney Street in Holliston. The project will also develop improvements to safety for users of the Upper Charles River Rail Trail where it crosses Route 16 near by, and extend sidewalk along Route 16 westward to Locust Avenue. This project is expected to advertise for construction as early as FFY 2030.	Holliston	2025	N/A	This project will design a targeted safety improvement project at the intersection of Route 16 and Whitney Street in order to reduce conflicts between vulnerable roadway users and commercial vehicles. This project was selected in the FFYs 2025 Project Design Pilot in the FFY2025–29 TIP in an effort to bolster the readiness of projects that would eventually seek construction funding in the TIP. The Town of Holliston had not been programmed for a regionally prioritized project in over 15 years at the time of application to the Project Design pilot, and the programming of this project indicates advancement towards improving the accessibility of TIP funding through the Project Design Pilot.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
S12980	MARLBOROUGH-RECONSTRUCTION OF GRANGER BOULEVARD [DESIGN ONLY]	Complete Streets	This line item funds design for complete streets, traffic safety, and transit improvements along Route 20, Granger Boulevard in Marlborough between Mechanic Street and Main Street. This project is expected to be advertised for construction as early as FFY 2030 under Project #612285.	Marlborough	2025	N/A	This project designs improvements near an area of affordable housing and directly abuts a bus stop serving three routes from the MetroWest Regional Transit Authority. The proposed concept, which will be designed under this line item, improves safety for all users and overall transportation system accessibility. This project was selected in the FFYs 2025 Project Design Pilot in the FFY2025–29 TIP in an effort to bolster the readiness of projects that would eventually seek construction funding in the TIP.
S12979	ARLINGTON-BROADWAY COMPLETE STREETS DESIGN	Complete Streets	This project will design a reconfiguration of Broadway in Arlington between Alewife Brook Parkway and Massachusetts Avenue for improved access by persons who walk, bike, roll, or use transit. The design will also investigate methods for improving stormwater management and mitigating urban heat island impacts. This project may be ready to advertise for construction as early as FFY 2030.	Arlington	2025	N/A	The proposed project would design a complete street that complements improvements proposed elsewhere by neighboring municipalities and other state and regional agencies. The project incorporates resiliency measures alongside improvements to connectivity to a regional network of safe bicycle paths. The project complements bus improvements and directly abuts an adopted district for by-right multifamily zoning in the Town of Arlington. This project was selected in the FFYs 2025 Project Design Pilot in the FFY2025–29 TIP in an effort to bolster the readiness of projects that would eventually seek construction funding in the TIP.
S12977	FRAMINGHAM-PRELIMINARY DESIGN OF INTERSECTION IMPROVEMENTS AT ROUTE 126/135/MBTA & CSX RAILROAD	Major Infrastructure	This project provides design funding for an initial stage of a major intersection improvement project at Route 126 and 135 and the MBTA and CSX Railroad tracks. Design funding will be used to develop and identify alternatives to address congestion at the location, including possibilty of grade crossing removal. This project would advance design for a separate project #606109, and is also listed in the MPO's Long Range Transportation Plan, *Destination 2050*.	Framingham	2026	This project is also listed in the Boston Region MPO's Long Range Transportation Plan, *Destination 2050*.	This project was programmed in FFY 2026 to support the advancement of preliminary design work by the City of Framingham in conjunction with necessary stakeholder engagement activities to account for changes in transit and land uses around the project area. The project focuses on improving transit access, reducing congestion, and improving safety for all users near a major commuter rail station.
S12978	LEXINGTON-DESIGN OF SAFETY IMPROVEMENTS AT THE INTERSTATE 95 AND ROUTE 4/225 INTERCHANGE	Major Infrastructure	This project provides design funding for an initial stage of improvements at the Interstate 95 and Route 4/225 Interchange in Lexington. The design will investigate and develop improvements at the interchange that, when implemented, will enable further traffic calming work to be conducted on Route 4/225, Hartwell Avenue, and Wood Street. This project is listed in the MPO's Long Range Transportation Plan, *Destination 2050*.	Lexington	2026	This project is also listed in the Boston Region MPO's Long Range Transportation Plan, *Destination 2050*.	This project was programmed in FFY 2026 to develop, in coordination with MassDOT, a preliminary design on the first stage of the Route 4/225 Hartwell Avenue and Wood Street Project listed in the MPO's Long Range Transportation Plan. Designing this first component would determine a potential configuration of the interchange and other nearby facilities. Once changes to user safety are implemented as part of state of good repair improvements for the bridge and ramps, additional improvements along Hartwell Avenue and Wood Street could be made.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
S12965	ARLINGTON-INSTALLATION OF 123 BICYCLE RACKS AND RELATED MATERIALS	Community Connections	This project will install 123 bike racks (246 spaces total) at commercial centers, schools, parks, fields, and playgrounds around Arlington. Some planned locations include Arlington Center, Ed Burns Arena, Spy Pond Field, Arlington High School, and other parks, open space locations, and middle and primary schools throughout the town.	Arlington	2025	N/A	The project improves, expands, and replaces bicycle infrastructure at key areas in the Town of Arlington to promote usage of bicycles, including among children that may attend any of the many schools served by this project.
S12958	BOSTON-BLUEBIKES STATION REPLACEMENT AND ELECTRIFICATION, 12 STATIONS	Community Connections	This project will replace 10 aging bike-share stations, with two stations selected to pilot electrification to lower operational costs of battery swaps for newly adopted e-bikes. For the replacements, Boston selected five high-use stations (10,000 or more trips per year) and five stations that are in areas close to low-income housing and/or in census tracts with a high number of car-free households, and will identify two stations to pilot integration into the electrical grid.	Boston	2025	N/A	This project improves the state of good repair of the existing bikeshare system to ensure continued access to bikeshare and empower municipalities to utilize local resources towards supporting operating costs for the bikeshare system.
S12959	BOSTON-REPURPOSING SINGLE SPACE PARKING METER POLES FOR 1600 BICYCLE RACKS	Community Connections	The City of Boston proposes the installation of 1,600 bike racks (3,200 bike parking spaces). These racks are fabricated to slide over existing parking meter poles as part of an ongoing effort by the City to replace all 6,000 single-space parking meters in Boston with multi-space meter kiosks. This project would dramatically increase bicycle parking in Boston's busiest commercial and job centers.	Boston	2025	N/A	This project strategically repurposes parking infrastructure in an ongoing modernization effort by the City of Boston to improve bicycle parking accomodations at a large volume of sites across the city.
S12961	BROOKLINE-BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES	Community Connections	The Town of Brookline will replace three Bluebikes stations at Beacon and Centre Streets, Beacon at Tappan Street, and Brookline Village–Station Street, as the stations have reached the end of their useful life. The stations at Coolidge Corner and Brookline Village have the greatest ridership within Brookline's network. These sites offer connections to multiple MBTA Green Line stations and bus routes, including the C and D Branches of the Green Line and the Route 66 and 65 high-frequency bus routes. The project will also replace 62 pedal bicycles that have reached the end of their useful life.	Brookline	2025	N/A	This project improves the state of good repair of the existing bikeshare system to ensure continued access to bikeshare and empower municipalities to utilize local resources towards supporting operating costs for the bikeshare system.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
S12960	CAMBRIDGE-BLUEBIKES STATE OF GOOD REPAIR, 8 STATIONS AND 65 PEDAL BIKES	Community Connections	The City of Cambridge will replace eight Bluebikes Stations that have reached the end of their useful life. These stations include Central Square at Massachusetts Avenue and Essex Street, Lafayette Square at Massachusetts Avenue and Main Street, Lower Cambridgeport at Magazine Street, One Broadway/Kendall Square at Main Street, Harvard University Housing at Peabody Terrace, Harvard University River Houses at DeWolfe Street, Linear Park at Massachusetts Avenue and Cameron Avenue, and Porter Square Station. The City further proposes the replacement of 65 pedal bicycles that have reached the end of their useful life.	Cambridge	2025	N/A	This project improves the state of good repair of the existing bikeshare system to ensure continued access to bikeshare and empower municipalities to utilize local resources towards supporting operating costs for the bikeshare system.
S12963	CHELSEA-REVERE-REGIONAL ON DEMAND MICROTRANSIT PILOT PROJECT	Community Connections	The Cities of Chelsea and Revere will implement a microtransit service that will provide regional, low-cost, on-demand transportation across a 6.5 square mile zone in Chelsea and Revere. The service will offer convenient pick-up and drop-off services that align with riders' schedules, filling first- and last-mile gaps in the existing transit system and ensuring accessibility to critical destinations, such as grocery stores, healthcare facilities, places of employment, and educational institutions. The applicants estimate 58 passenger trips per day with electric vehicles. As a Microtransit Pilot Project, the project is proposed for funding across three years with $499,649 in FFY 2025, $450,278 in FFY 2026, and $463,807 in FFY 2027.	Chelsea, Revere	2025	N/A	This project provides new transit service to reduce transportation-related emissions by promoting shifts away from single occupancy vehicles.
S12966	MALDEN- CANAL STREET BICYCLE LANES	Community Connections	This project will implement a new separated bicycle lane along Canal Street from Medford Street to Centre Street in Malden. The on-road bicycle lanes on this moderately trafficked street will connect users to commercial sites, recreational facilities, public assets, and transit facilities. The project further expands the developing Malden Bike Network and provides connectivity to the planned Spot Pond Brook Greenway project (#613088).	Malden	2025	N/A	This project implements safe bicycle lanes to improve connectivity to local urban trails and mirror improvements proposed by neighboring municipalities.

ID	Project Name	MPO Investment Program	Project Description	MPO Muncipalities	Programming Year (FFY)	Planning Relationships	Relationoships to Performance Measures
S12694	REVERE- BLUEBIKES EXPANSION TO NORTHERN STRAND (SALEM STREET AT NORTH MARSHALL STREET) AND GRISWOLD PARK	Community Connections	The City of Revere will install new Bluebikes stations at Griswold Fields at Washington and Malden, and at North Marshall and Salem Street. The project will also procure an additional 40 pedal bicycles for the Bluebikes network. The North Marshall and Salem Street site is adjacent to the Northern Strand Community Trail, which connects Everett to Lynn with 11 miles of continuous off-road paved surface. The City of Revere has two trailheads, and its main trail head is 1/10 of a mile from the city's second Amazon Distribution Center.	Revere	2025	N/A	This project expands the regional bikeshare system to promote non-single-occupancy modes of transportation, and does so near the urban trail network in Revere.
S12967	SCITUATE- INSTALLATION OF 25 BICYCLE RACKS	Community Connections	The Town of Scituate will procure 25 bicycle racks providing 50 spaces in North Scituate Village and Scituate Harbor, which are commercial hubs and public open-space facilities. The town centers are hubs for pedestrians and are linked by sidewalks to various areas of open space and recreation, along with shops, grocery stores, and co-working spaces.	Scituate	2025	N/A	This project improves bicycle parking in a community in need of additional resources to accomodate and promote bicycle use.
S12962	SOMERVILLE- BLUEBIKES STATE OF GOOD REPAIR, 13 STATIONS	Community Connections	The City of Somerville proposes replacing 13 Bluebikes stations that have reached the end of their useful life. These stations include Somerville City Hall, Union Square Station, Beacon Street at Washington Street, Conway Park, Wilson Square, Davis Square, Ball Square, Powder House Circle/Nathan Tufts Park, Packard Avenue, Teele Square, 191 Beacon Street, Perry Park, and Broadway at Mount Pleasant Street.	Somerville	2025	N/A	This project improves the state of good repair of the existing bikeshare system to ensure continued access to bikeshare and empower municipalities to utilize local resources towards supporting operating costs for the bikeshare system.

Notes: HSIP cluster locations are identified by MassDOT. Substandard pavement and sidewalk designations are based on data provided by MassDOT and project proponents and on MPO assessments conducted for TIP evaluations. The estimated lane miles of substandard NHS pavement improved is based on MPO staff's assessment of pavement condition in the project area and their assessment of the portion of the project on the NHS. The IRI thresholds used to classify pavement are based on the TIP criteria the MPO adopted in 2020: less than 95 is good, 95 to 170 is fair, and greater than 170 is poor.

* The MPO is contributing funds to this project, which is generally funded by MassDOT or the MBTA.

AAB = Architectural Access Board. ADA = Americans with Disabilities Act. CATA = Cape Ann Transportation Authority. CO_2 = carbon dioxide. CTPS = Central Transportation Planning Staff. FFY = federal fiscal year. HSIP = Highway Safety Improvement Program. IRI = International Roughness Index. MassDOT = Massachusetts Department of Transportation. MBTA = Massachusetts Bay Transportation Authority. MCRT = Mass Central Rail Trail. MPO = metropolitan planning organization. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. NHS = National Highway System. PHED = peak hours of excessive delay. SOV = single-occupancy vehicle. TSP = transit signal priority.

Source: Boston Region MPO staff.

Table A-3
FFYs 2025–29 TIP Project Evaluation Results: Bicycle Network and Pedestrian Connections, Complete Streets, Intersection Improvements, and the Transit Transformation Investment Programs

Proponent	Project Number	Project Name	MAPC Subregion	Project Status	Project Cost	Total Score	Total Base Score	Total Scaled Equity Score	Safety	Safety Equity Score	Mobility and Reliability	Mobility and Reliability Equity Score	Access and Connectivity	Access and Connectivity Equity Score	Resilience	Resilience Equity Score	Clean Air and Healthy Communities	Clean Air and Healthy Communities Equity Score
Bicycle Network and Pedestrian Connections Program																		
Cambridge	613568	Cambridge-New Bridge and Shared-Use Path Construction over Fitchburg Line at Danehy Park Connector [DESIGN ONLY]	ICC	PRC Approved (12/19/2023)	Design: $3,000,000	78.1	72.5	5.6	14	3.5	14	2.5	15.5	2.5	14	2	15	3.5
Framingham	N/A	Framingham- Chris Walsh Trail (Phase 2) [DESIGN ONLY]	MWRC	Preliminary Design	Design: $850,000 Construction: $14,300,000	79.9	69.5	10.4	15	8	13.5	6	15	5	13	1	13	6
Hudson	N/A	Hudson- Massachusetts Central Rail Trail Construction [DESIGN ONLY]	MAGIC	Preliminary Design	Design: $909,700	62.7	57.5	5.2	11.5	3.5	10.5	2	12.5	2	10	2	13	3.5
Norfolk, Wrentham, Walpole	613644	Norfolk-Wrentham-Walpole- Shared-Use Path Installation (Metacomet Greenway) [DESIGN ONLY]	SWAP, TRIC	Preliminary Design	Design: $1,550,000 Construction: $19,754,350	65	59.5	5.5	11	3.5	12	2.5	13.5	1.75	10	2	13	4
Sudbury	613319	Sudbury-Framingham- Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West	MAGIC	PRC Approved (6/01/2023)	$8,820,000	50.5	47	3.5	12	3.5	8.5	1.75	10.5	0.5	7	1	9	2
						100	**80**	**20**		**16**		**15**		**17**		**16**		**16**
Complete Streets Program																		
Acton	N/A	Acton- Great Road, from Harris Street to Davis Road Intersections, Complete Streets Project [DESIGN ONLY]	MAGIC	Preliminary Design	Design: $860,000 Construction: $8,600,000	45.4	41	4.4	10	4	14	3	8	1.5	1	0	8	2.5
Arlington	N/A	Arlington- Broadway Complete Streets [DESIGN ONLY]	ICC	Preliminary Design	Design: $1,395,000	80.1	72.5	7.6	16	4	16	5	10.5	2.5	13	2	17	5.5
Boston	N/A	Boston- Reconstruction of Bennington Street, Porter Street to Wood Island Busway [DESIGN ONLY]	ICC	Preliminary Design	Design: $1,500,000 Construction: $15,000,000	76.2	66	10.2	9.5	4.5	17.5	6.75	11	3.75	14	3	14	7.5
Bellingham	612963	Bellingham- Roadway Rehabilitation of Route 126 (Hartford Road) from 800 Feet North of the Interstate 495 Northbound Off-Ramp to Medway Town Line, including B-06-017.	SWAP	PRC Approved (9/15/2022)	$13,900,000	54.3	50	4.3	7.5	2	12.5	3.25	14	2.5	7	0.5	9	2.5
Malden	N/A	Malden- Route 60 Improvement Project [DESIGN ONLY]	ICC	Preliminary Design	Design: $2,600,000 Construction: $21,201,687	71.15	62	9.15	14.5	6	17	6.375	12.5	3.75	10	3	8	3.75
Malden	N/A	Malden- Commercial Street Reconstruction [DESIGN ONLY]	ICC	Preliminary Design	Design: $935,000 Construction: $7,250,000	62.25	54	8.25	13	5.25	15	5.625	10	2.25	5	3	11	4.5
Marlborough	612285	Marlborough- Reconstruction of Granger Boulevard [DESIGN ONLY]	MWRC	PRC Approved (6/24/2021)	Design: $1,215,000 Construction: $12,145,000	79.9	70	9.9	14	6	17	6.75	13	3.75	13	3	13	5.25
Ipswich	612738	Ipswich- Argilla Road Ecological Tidal Restoration Project	NSTF	PRC Approved (5/12/2022)	$6,600,000	37.9	35.5	2.4	2.5	0.5	7	0.5	7	1.5	11	1	8	2.5
Salem	N/A	Salem- Broad Street and Dalton Parkway Corridor Project [DESIGN ONLY]	NSTF	Preliminary Design	Design: $1,068,780 Construction: $2,500,000	60.1	54.5	5.6	13.5	4	16	4	12	2.5	3	0.5	10	3
Southborough	612962	Southborough- Reclamation of Marlborough Road (Route 85) and Framingham Road from Marlborough C.L to Route 30 [DESIGN ONLY]	MWRC	Preliminary Design	Design: $1,315,000 Construction: $13,153,146	52.5	52.5	4.7	8	2	11	3.5	8.5	0.75	11	2	14	3.5
						100	**80**	**20**	**16**		**19**		**15**		**14**		**16**	
Intersection Improvements Program																		

Proponent	Project Number	Project Name	MAPC Subregion	Project Status	Project Cost	Total Score	Total Base Score	Total Scaled Equity Score	Safety	Safety Equity Score	Mobility and Reliability	Mobility and Reliability Equity Score	Access and Connectivity	Access and Connectivity Equity Score	Resilience	Resilience Equity Score	Clean Air and Healthy Communities	Clean Air and Healthy Communities Equity Score
Bicycle Network and Pedestrian Connections Program																		
Burlington	613641	Burlington- Intersection Improvements at Route 3A/Cambridge Street and Winn Street [DESIGN ONLY]	NSPC	PRC Approved (12/19/2023)	Design: $1,700,000 Construction: $9,557,295	71	64.5	6.5	21.5	4.5	16.5	4.25	12.5	2.5	5	1.5	9	3.5
Holliston	N/A	Holliston- Intersection Improvements at Route 16 and Whitney Street [DESIGN ONLY]	MWRC	Preliminary Design	Design: $250,000 Construction: $2,500,000	42.8	39.5	3.3	19	5	9	1.5	5.5	0.75	4	1	2	0
Sherborn	N/A	Sherborn- Reconstruction of Route 27 and Route 16 [DESIGN ONLY]	SWAP	Preliminary Design	Design: $900,000 Construction: $9,000,000	81.8	75	6.8	22	5	16	4	15	2.5	13	2	9	3.5
Quincy	610823	Quincy- Intersection Improvements at Willard Street and Ricciuti Drive	ICC	75% Design	$1,812,839	41.1	36	5.1	16.5	6	11	5.25	4.5	0.75	-1	-2.25	5	3
						100	80	20		25		18		14		12		11
Transit Transformation Program																		
CATA	N/A	CATA- Fare Upgrades for ADA and Dial-A-Ride Customers	NSTF	N/A	$65,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
CATA	N/A	CATA- CATA Gloucester Facility Modernization	NSTF	N/A	$1,293,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
CATA	N/A	CATA - Vehicle Replacement (4 Vehicles)	NSTF	N/A	$2,460,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
MWRTA	N/A	MWRTA- Procurement of Three 29 Foot Buses	MWRC	N/A	$1,980,000	52.2	47	5.2	9	2	14	4	12	4	6	0.5	6	2.5
MWRTA	N/A	MWRTA- Blandin Hub Equitable Redesign Initiative	MWRC	N/A	$2,500,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
						100	79	21		16		16		16		16		15

Proponent	Project Name	MAPC Subregion	Project Cost	Cost/Point	Total Score	Connectivity	Regional and Interlocal Coordination	Plan Implementation	Transportation Equity	Climate Change Mitigation	Performance Management
Community Connections Program											
Arlington	Arlington- Installation of 123 Bicycle Racks and Related Materials	ICC	$90,878	$1,220	74.5	15	9	18	9.5	13	10
Boston	Boston- Bluebikes State-of-Good Repair, Twelve Stations	ICC	$590,348	$7,717	76.5	18	8	14	12.5	14	10
Boston	Boston- Installation of 1600 Bicycle Racks	ICC	$379,470	$4,628	82	18	8	18	11	17	10
Brookline	Brookline- Bluebikes State-of-Good Repair, Three Stations and 62 Pedal Bicycles	ICC	$200,000	$2,985	67	16	8	6	7	13	9
Cambridge	Cambridge- Bluebikes State-of-Good Repair, Eight Stations and 65 Pedal Bicycles	ICC	$385,456	$5,627	68.5	17	8	12	8.5	14	9
Chelsea, Revere	Chelsea-Revere- Regional On-Demand Microtransit Pilot Project	ICC	$499,649	$9,296	53.75	13	11	N/A	11.25	11.5	7
Malden	Malden- Canal Street Bicycle Lanes	ICC	$81,250	$1,585	51.25	9	7	12	8.25	8	7
Revere	Revere- Bluebikes Expansion, Four Stations and 40 Pedal Bicycles	ICC	$169,000	$2,661	63.5	17	6	10	7.5	14	9
Scituate	Scituate- Installation of 25 Bicycle Racks	SSC	$22,800	$501	45.5	9	8	16	4.5	2	6
Somerville	Somerville- Bluebikes State-of-Good Repair, Thirteen Stations	ICC	$278,127	$4,120	67.5	14	8	16	7.5	13	9

ADA = Americans with Disabilities Act. CATA = Cape Ann Transportation Authority. MWRTA = MetroWest Regional Transit Authority. N/A = not applicable. PRC = MassDOT's Project Review Committee.

Metropolitan Area Planning Council (MAPC) Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Table A-4
FFYs 2025–29 TIP Project Evaluation Results: Community Connections Program

Proponent	Project Name	MAPC Subregion	Project Cost	Cost/Monthly Passenger Trip	Total Score	Connectivity	Coordination	Plan Implementation	Transportation Equity	Mode Shift and Demand Projection	Fiscal Sustainability
Concord	Concord Workforce Shuttle**	MAGIC	$369,911	$155	71	13	15	6	6	21	10
MWRTA	CatchConnect Microtransit Expansion Phase 2**	MWRC	$402,500	$93	90	17	15	15	9	24	10
North Reading	North Reading Demand-Response Shuttle Pilot Program**	NSPC	$77,637	$348	77.25	16.25	15	9	9	18	10
Revere	Revere On-Demand Shuttle Service**	ICC	$980,976	$30	57	17	0	3	12	15	10
Boston	Boston Electric BlueBikes Adoption	ICC	$1,020,000	$21	84	17	15	6	12	24	10
Cambridge	Cambridge Electric BlueBikes Adoption	ICC	$352,575	$13	81	17	15	6	9	24	10
Canton	Canton Center Bicycle Racks	TRIC	$10,000	$12	72	14	9	12	6	21	10
Canton	Canton Public Schools Bike Program	TRIC	$22,500	$4	38	13	0	6	6	3	10
Lynn	Broad Street Corridor Transit Signal Priority	ICC	$297,800	$2	88	17.5	12	13.5	12	23	10
Medford	Medford Bicycle Parking—Tier 1	ICC	$29,600	$12	84	17	12	12	9	24	10
Medford	Medford Bluebikes Expansion	ICC	$118,643	$53	78	17	15	3	9	24	10
Possible Points					**100**	**18**	**15**	**15**	**18**	**24**	**10**

*This project was not recommended for moving forward at TIP Readiness Days until the project is formally intiated through MassDOT's system and goes through the Project Review Committee. Staff are actively working with the project proponent and MassDOT District 6 to initiate this project.

**The proponents for these shuttle projects requested funding for FFY 2024 and additional years. Concord requested $139,749 in FFY 2024, $122,165 in FFY 2025, and $107,997 in FFY 2026. The MWRTA requested $140,000 in FFY 2024, $132,500 in FFY 2025, and $130,000 in FFY 2026. North Reading requested $41,787 in FFY 2024 and $35,850 in FFY 2025. Revere requested $356,825 in FFY 2024, $338,521 in FFY 2025, and $285,630 in FFY 2026. The figures in the Cost/Monthy Passenger Trip column only show the cost per monthly user for the first year of funding.

Table A-5
FFYs 2025–29 TIP Project Evaluation Criteria: Bicycle Network and Pedestrian Connections Program

Project Name	**PROJECT NAME**
Municipality/Proponent	**PROJECT PROPONENT(S)**
Project Type	**Bicycle Network and Pedestrian Connections**

Scoring Criteria	Base Score	Equity Multiplier?
Equity: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.		
An equity multiplier (EM) is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project's multiplier is based on the percent of the population in the project area that belongs to each of the MPO's six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier. To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.		
Safety: Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.		
The project design has a significant effect on improving safety for all users. Disqualifying - The project design does not improve safety for all users, or hinders user safety. 1 - The design of the project has a minor impact on improving safety for a limited number of potential facility users. 2 - The design of the project has a moderate effect on improving safety for all users of the facility, or improvements are primarily directed towards either pedestrians or micromobility, not both. 3 - The design of the project has a high effect on improving safety for all potential users of the facility, including the creation of entirely new facilities.	3	Yes
The project addresses a statewide Top 5% Bicycle Crash Cluster or Top 5% Pedestrian Crash Cluster. 0 - The project does not address a Top 5% Bicycle Crash Cluster or Top 5% Pedestrian Crash Cluster. 2 - The project addresses a Top 5% Bicycle Crash Cluster and/or a Top 5% Pedestrian Crash Cluster.	2	Yes
The proposed design provides for physical separation of facility users from other forms of traffic, and prevents obstruction. 0 - The proposed design either affords no physical separation for the facility, or the separation is horizontal and striped only. 1 - The proposed design has some physical separation for the facility in the form of a flexible barrier, but does not adequately prevent obstruction (ie: parking in bicycle lane). 2 - The proposed design affords full physical separation of the facility and its users from other forms of traffic, including vertical separation and fixed barriers.	2	Yes
Where vehicles and pedestrians or micromobility users share a facility, the project improves the safety of interactions between these users. 0 - The project does not take steps to reduce conflict and hazards between vulnerable users and vehicles. 1 - The project makes some steps towards reducing conflicts and hazards between vulnerable users and vehicles, such as flexible posts. 2 - The project reduces conflicts and hazards between vehicles and vulnerable users where they currently exist, or eliminates these hazards entirely.	2	
The project connects to existing pedestrian or micromobility facilities. 0 - The project does not connect to any current pedestrian or micromobility facilities, and the applicant does not provide any information as to how future connections may be made. 1 - The project does not connect to any current pedestrian or micromobility facilities, but the applicant describes how future connections will be made and any action to date towards those connections. 2 - The project connects to other micromobility or pedestrian facilities, including painted bike lanes or sidewalks. 3 - The project connects to safe micromobility and pedestrian facilities, or functions as an extension of an existing facility.	3	
The project improves safety and accessibility for people with disabilities. Disqualifying - The proposed project introduces potentially unsafe elements for people with disabilities. Alternatively, the project does not address identifiable issues with Americans with Disabilities Act Compliance in the Project Area. 0 - The project makes no significant improvements or creates incidental enhancements to safety for people with disabilities. 1 - The project makes minor improvements to safety for people with disabilities. 2 - The project makes significant improvements to safety for people with disabilities.	2	Yes
The project effectively addresses safety for transit operations and users. 0 - The project makes no significant improvements or creates incidental benefits to safety for transit operations or transit users. 1 - The project makes minor improvements to safety for transit operations or transit users. 2 - The project makes significant improvements to safety for transit operations or transit users.	2	
Mobility and Reliability: Support easy and reliable movement of people and freight.		

Scoring Criteria	Base Score	Equity Multiplier?
The applicant thoroughly describes deficiencies in the current design of the corridor or intersection, and how the project addresses these deficiencies. 0 - The proposed project includes minor improvements to roadway mobility, or focuses primarily on the preservation of existing assets. 1 - The project primarily upgrades existing active transportation infrastructure within the current right of way and street footprint that addresses some of the deficiencies along the corridor. 2 - The project upgrades and modernizes infrastructure, including improvements that create active transportation connections where none currently exist. 3 - The project thoroughly addresses deficiencies in a corridor ofr network of assets to provide broader regional active transportation or intermodal connections.	3	
The project improves pedestrian safety near a high-utility corridor to promote walking. 0 - The project does not involve significant pedestrian safety improvements. 1 - The project improves pedestrian safety on a corridor with moderate utility. 2 - The project improves pedestrian safety on a high utility corridor.	2	Yes
The project improves safety near a high-utility corridor for other active transportation modes other than walking. 0 - The project does not involve significant safety improvements for other active transportation modes. 1 - The project improves active transportation safety for other active transportation modes on a corridor with moderate utility. 2 - The project improves active transportation safety for other active transportation modes on a high utility corridor.	2	Yes
The applicant details how the facility may be maintained and upgraded throughout its useful life, including plans to ensure accessibility of the facility year round by users (ex: snow plowing, root management). 0 - The applicant does not describe their approach towards maintaining and supporting the asset. 1 - The applicant describes the process by which the asset may be maintained, and access supported. 2 - The applicant describes the process by which the asset may be maintained and access supported, and includes a plan for future improvements to the asset or along the network.	2	
The project improves travel time reliability by investing in measures that reduce dependence on single-occupancy-vehicle trips. 0 - The project does not improve travel time reliability, or does not significantly invest in non-SOV transportation modes. 1 - The project has some impact on travel time reliability through minor investments in non-SOV transportation modes. 2 - The project has some impact on travel time reliability through moderate investments in non-SOV transportation modes. 3 - The project has a significant impact on travel time reliability through rigorous investments in non-SOV transportation modes.	3	Yes
The project invests in safe pedestrian facilities. 0 - The project does not invest in pedestrian facilities, or establishes facilities that are disconnected from other pedestrian infrastructure with no plans for connections. 1 - The project makes some investments in pedestrian facilities, such as beacons and sidewalks, but investments are limited to the immediate project area (ex: intersection). 2 - The project makes comprehensive investments in new and upgraded pedestrian facilities in the project area, and establishes safe connections to a greater pedestrian network.	2	
The project includes complementary investments from bikeshare facilities. 0 - No bikeshare facilities are present along the route or near the asset. 1 - Bikeshare facilities are present along the route or near the asset.	1	
Access and Connectivity: Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.		
The project serves sites targeted for future development (Up to 2 points). 0 - The project does not serve a site targeted for future development. 1 - The project serves a site for future development. 2 - The project serves a site targeted for future development that includes transit-supportive mixed-use or residential sites.	2	
The project serves sites included within a municipal Section 3A 'MBTA Communities' zoning district or other transit oriented development. (Up to 2 points). 0 - The project does not serve a TOD or MBTA Communities site. 1 - The project is near to or indirectly serves a TOD or MBTA Communities site. 2 - The project directly intersects with or serves a TOD or MBTA Communities site.	2	Yes
The project serves existing employment and population centers (Up to 3 points). 0 - The project does not serve an existing employment or population center. 1 - The project serves an existing employment or population center. 2 - The project serves an existing employment and population center. 3 - The project serves an existing employment and population center with significant affordable housing opportunities.	3	Yes
The project addresses safety concerns near to key public community assets. 0 - The project is not near to any key public community assets. 1 - The project addresses safety concerns near to one or more community assets. 2 - The project addresses safety concerns near key public community assets with a large population of vulnerable users, such as schools, libraries, or senior centers.	2	
The project is a product of or fulfills recommendations identified in a regional or statewide study. 0 - The project is not consistent with or the applicant does not cite a regional or statewide corridor study or Road Safety Audit. 1 - The project is thematically consistent with a regional or statewide study, such as a corridor study or Road Safety Audit. 2 - The project is explicitly called for in a regional or statewide study, such as a corridor study or Road Safety Audit.	2	
The project is listed in the Massachusetts Priority Trails Network. 0 - The project is not included in the MassDOT Priority Trails Network. 1 - The project is included in the MassDOT Priority Trails Network	2	
The project involves collaboration between multiple municipalities. 0 - Only one municipality is involved in the project. 1 - One or more municipalities are involved in the project.	1	
The asset can be safely accessed by non-SOV modes of transportation. 0 - Access to the asset is predominantly conducted by SOV modes. 1 - Access to the asset can be performed by walking, but facilities are either unsafe or are located in lower volume areas. 2 - Access to the asset can be performed by a variety of methods, including by transit.	2	

Scoring Criteria	Base Score	Equity Multiplier?
The project improves navigability at or along the work area through signage. 0 - No signage improvements are incorporated into the project. 1 - Signage improvements, which may include interpretive signage, are included in the proposed project.	1	
(Penalty) The project applicant is an MBTA Community not in compliance with Section 3A. 0 - The municipality is in compliance with or not subject to Section 3A. -5 - The municipality is not in compliance with Section 3A.	0	
Resilience: Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.		
The project reduces the risk of flooding in the project area through adaptation and resilience improvements. 0 - The project does not address flooding. 1 - The project reduces flood risk using structural adaptation/gray infrastructure. 2 - The project reduces flood risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.	2	Yes
The project reduces the risk of extreme temperatures by reducing pavement cover, planting shade trees, providing shade structures, increasing green space, etc. 0 - The project does not address extreme temperatures. 1 - The project reduces extreme temperature risk using structural adaptation/gray infrastructure. 2 - The project reduces extreme temperature risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.	2	Yes
The project implements recommendations or addresses needs identified in the respective municipality's Hazard Mitigation Plan, Municipal Vulnerability Plan, or Climate Adaptation Plan. 0 - The project does not address needs or recommendations. 2 - The project addresses needs or recommendations.	2	
The project improves stormwater infrastructure beyond MassDEP's MS4 standard. 0 - The project meets minimum standards. 1 - The project includes one design element to go above minimum stormwater improvement standards (adopts stormwater BMPs, prepares pollution and/or erosion prevention plan, adopts environmentally sensitive site design practices, is expected to remove high amounts of TSS, etc.). 2 - Project adopts more than one design element to go above minimum stormwater improvement standards.	2	
The project applicant demonstrates regional coordination or partnership on resilience improvements and project impacts with neighboring municipalities, environmental or EJ advocacy groups, local community organizations, regional or state agencies, etc. 0 - The applicant does not demonstrate regional coordination. 1 - The applicant demonstrates regional coordination with neighboring municipalities and/or regional or state agencies. 2 - The applicant demonstrates regional coordination with neighboring municipalities, regional or state agencies AND local community organizations/advocacy groups.	2	
The applicant details the expected useful life of the improvements, provides a plan for maintenance of resilience improvements, and/or references current and future climate conditions. 0 - Applicant does not reference current and future climate conditions and does not provide a plan for maintenance. 1 - Applicant references current and future climate conditions AND/OR provides a plan for maintenance.	2	
The project proposes improvements and reduces climate risk along evacuation routes and/or roadways that provide emergency access to critical facilities such as police stations, fire stations, and hospitals. 0 - The project does not propose improvements to an evacuation route or along roadways that provide emergency access to critical facilities. 1 - The project proposes improvements along an evacuation route OR along a roadway that provide emergency access to critical facilities. 2 - The project proposes improvements along an evacuation route AND along a roadway that provide emergency access to critical facilities.	2	
The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc. 0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits. 1 - Project design is expected to address multiple hazards or provide multiple environmental benefits. 2 - Project design is expected to address multiple hazards and provide multiple environmental benefits.	2	
(Penalty) The project is located in an existing or projected flood zone and/or the project site has flooded in the past and the applicant does not specify how the project will address flooding. 0 - Project is not located in an existing or projected flood zone and site has not flooded in the past OR project is located in a flood zone and the applicant specifies how the project will address flooding. -3 - Project is located in an existing or projected flood zone or site has flooded in the past and the project does not specify how it will address flooding.	0	Yes
(Penalty) The project is located in an area that is vulnerable to extreme heat and the applicant does not specify how the project will address heat. 0 - The project is not located in an area vulnerable to extreme heat OR project is located in a vulnerable area and the applicant specifies how the project will address heat. -3 - The project is located in an area vulnerable to extreme heat and the project does not specify how it will address heat.	0	Yes
Clean Air and Healthy Communities: Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.		
The project includes design elements aimed at reducing the amount of Single-Occupancy-Vehicle (SOV) trips (Up to 3 points). Disqualifying - The project does not provide effective reductions in the amount of Single Occupancy Vehicle trips 1 - The project provides some reductions in Single Occupancy Vehicle trips, but the extent is unclear or the primary usage of the facility will be for recreation. 2 - The project reduces Single Occupancy Vehicle trips to a moderate or greater extent, and includes viable non-recreational uses for the facility. 3 - The project not only includes reductions in Single Occupancy Vehicle trips by improving facilities for pedestrians and micromobility users, but complementing connections for other non-car modes such as transit or other trails.	3	

Scoring Criteria	Base Score	Equity Multiplier?
The project reduces greenhouse gas emissions (Up to 3 points). 0 - The project does not support a reduction in greenhouse gas emissions. 1 - The project supports a reduction in greenhouse gas emissions primarily by reducing travel time delay. 3 - The project includes a variety of elements aimed at reducing emissions such as low or no emission mobility improvements, innovative technologies or methods, and travel demand management.	3	
The project is expected to have a positive impact on adjacent communities and natural areas through low impact design, pavement reduction, nature-based adaptation, and other improvements that protect air/water/soil quality, provide ecological restoration and functioning, improve aquatic connectivity, etc. -1 - The project is expected to have a negative impact on adjacent communities or natural areas. 0 - The project is not expected to impact adjacent communities or natural areas. 2 - The project is expected to have a positive impact on adjacent communities or natural areas. 3 - The project specifies native species for any added vegetation or green space.	3	Yes
The proposed project incorporates or will incorporate a meaningful community outreach and engagement process (Up to 3 points). 0 - The proposed project will incorporate all legally required community outreach and engagement necessary for the use of federal funding. 1 - The proposed project will incorporate additional community outreach and engagement as necessary, including public meetings within the served municipality or municipalities. 2 - The proposed project has already been subject toutilized community outreach and engagement, and the applicant will continue to engage stakeholders in the project process as it develops. 3 - The proposed project is the result of a rigorous community engagement process, and the proposed scope of work reflects the feedback or input received by the applicant from the community. The applicant will continue to engage stakeholders in the process, and the applicant has novel or innovative strategies to improve community engagement.	3	
The project effectively engages all community members in its outreach strategy and access for the service, specifically persons with disabilities or those with limited English proficiency (Up to 2 points). 0 - The project performs all legally required measures to ensure compliance with the Americans with Disabilities Act and Title VI of the Civil Rights Act. 1 - The applicant has identified a strategy to bring community members of all abilities and language proficiencies into the project outreach process and to ensure their access to services. 2 - The applicant has implemented an effective strategy to engage community members of all abilities and language proficiencies into the project engagement process and into offered services, while also identifying areas for potential improvement.	2	Yes
The project improves access to open space or sites for active recreation. 0 - The project does not improve access to open space or sites for active recreation. 2 - The project does improve access to open space or sites for active recreation.	2	Yes
BONUSES		
CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat carbon emissions, the project utilizes nature-based solutions to improve air quality/treatment.	1	
CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat contaminated water, the project utilizes nature-based solutions to improve water quality or treatment.	1	
Resilience: The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc. 0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits. 1 - Project design is expected to address multiple hazards OR provide multiple environmental benefits. 2 - Project design is expected to address multiple hazards AND provide multiple environmental benefits.	2	
Resilience: The project design includes provision of educational material for the public related to environmental improvements and aspects of the project/area. 0 - Project will not provide educational material. 1 - Project will provide educational material.	1	
Resilience: The primary purpose of the project is to improve resilience and reduce risk to climate hazards. 0 - The primary purpose of the project is not resilience. 1 - The primary purpose of the project is resilience.	1	
Resilience: The project proponents have used RMAT's Climate Resilience Design Standards Tool to demonstrate the value of resilience improvements in the project area. 0 - Proponents have not shared results from RMAT's Climate Resilience Design Standards Tool. 1 - Proponents have shared results from RMAT's Climate Resilience Design Standards Tool.	1	

Table A-6
FFYs 2025–29 TIP Evaluation Criteria: Complete Streets Program

Project Name	**PROJECT NAME**
Municipality/Proponent	**PROJECT PROPONENT(S)**
Project Type	**Complete Streets**

Scoring Criteria	Base Score	Equity Multiplier?
Equity: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.		
An equity multiplier (EM) is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project's multiplier is based on the percent of the population in the project area that belongs to each of the MPO's six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier. To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.		
Safety: Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.		
The project addresses a location with severe crashes. +2 EPDO value of 100 or more +1 EPDO value of less than 100 +0 No EPDO value"	2	Yes
The project addresses a location with a high frequency of crashes. +2 Crash rate between 0.78 or greater +1 Crash rate between 0.20 and 0.78 +0 Crash rate below 0.20	2	Yes
The project addresses a statewide Top Crash Location. 0 - The project does not address a Top 200 Crash Cluster, Top 5% Intersection Crash Cluster, Top 5% Bicycle Crash Cluster, or Top 5% Pedestrian Crash Cluster. 1 - The project addresses one of the following: a Top 5% Intersection Crash Cluster, a Top 5% Bicycle Crash Cluster, or Top 5% Pedestrian Crash Cluster. 2 - The project addresses two of the following: a Top 5% Intersection Crash Cluster, a Top 5% Bicycle Crash Cluster, or a Top 5% Pedestrian Crash Cluster. 3 - The project addresses three or more Intersection, Bicycle, and/or Pedestrian Crash Clusters, or contains a Statewide Top 200 Crash Location.	3	
The project addresses a truck-related safety issue. 0 - The project does not directly address truck safety in the project area. 1 - The project directly addresses truck safety in the project area, including improving the safety of vulnerable users navigating in mixed traffic with trucks.	1	
The project effectively addresses safety for micromobility users. -2 - The project introduces potentially unsafe elements for micromobility users. 0 - The project makes no significant improvements or creates incidental benefits to safety for micromobility users. 1 - The project makes minor improvements to safety for micromobility users. 2 - The project makes significant improvements to safety for micromobility users.	2	
The project effectively addresses safety for pedestrians. - 2 - The project introduces potentially unsafe elements for pedestrians. 0 - The project makes no significant improvements or creates incidental benefits to safety for pedestrians. 1 - The project makes minor improvements to safety for pedestrians. 2 - The project makes significant improvements to safety for pedestrians.	2	Yes
The project effectively addresses safety for people with disabilities. - 5 - The proposed project introduces potentially unsafe elements for people with disabilities. Alternatively, the project does not address identifiable issues with Americans with Disabilities Act Compliance in the Project Area. 0 - The project makes no significant improvements or creates incidental enhancements to safety for persons with disabilities. 1 - The project makes minor improvements to safety for people with disabilities. 2 - The project makes significant improvements to safety for people with disabilities.	2	Yes
The project effectively addresses safety for transit operations and users. 0 - The project makes no significant improvements or creates incidental benefits to safety for transit operations or transit users. 1 - The project makes minor improvements to safety for transit operations or transit users. 2 - The project makes significant improvements to safety for transit operations or transit users.	2	
Mobility and Reliability: Support easy and reliable movement of people and freight.		
The applicant thoroughly describes deficiencies in the current design of the corridor or intersection, and how the project addresses these deficiencies. 0 - The proposed project includes minor improvements to roadway mobility, or focuses primarily on the preservation of existing assets. 1 - The project primarily upgrades existing infrastructure within the current right of way and street footprint that addresses some of the deficiencies along the corridor. 2 - The project focuses on upgrades and modernization of infrastructure, including improvements to accessibility by non-SOV modes, both within the current street footprint or beyond existing right of way. 3 - The project thoroughly addresses deficiencies in the design of the corridor or intersection, and also addresses potential deficiencies elsewhere on a corridor.	3	

Scoring Criteria	Base Score	Equity Multiplier?
The project addresses an unreliable corridor with significant travel time delay. 0 - The project does not address an unreliable corridor. 1 - The project improves the safety along an unreliable corridor, but the benefits of the improvements are difficult to quantify. 2 - The project significantly improves the safety of travel along an unreliable corridor. Travel time delay may be improved due to a reduced crash frequency. 3 - The project thoroughly improves the safety of travel along an unreliable corridor, and directly reduces travel time delay through the proposed street design.	3	
The project improves travel time reliability by investing in measures that reduce dependence on single-occupancy-vehicle trips. 0 - The project does not improve travel time reliability, or does not significantly invest in non-single occupancy vehicle transportation modes. 1 - The project has some impact on travel time reliability through minor investments in non-single occupancy vehicle transportation modes. 2 - The project has some impact on travel time reliability through moderate investments in non-single occupancy vehicle transportation modes. 3 - The project has a significant impact on travel time reliability through rigorous investments in non-single occupancy vehicle transportation modes.	3	
The project invests in safe pedestrian facilities. 0 - The project does not invest in pedestrian facilities, or establishes facilities that are disconnected from other pedestrian infrastructure with no plans for connections. 1 - The project makes some investments in pedestrian facilities, such as beacons and sidewalks, but investments are limited to the immediate project area (ex: intersection). 2 - The project makes comprehensive investments in new and upgraded pedestrian facilities in the project area, and establishes safe connections to a greater pedestrian network.	2	Yes
The project invests in safe micromobility facilities. 0 - The project does not invest in bicycle facilities, or proposed facilities do not offer significant levels of safety (ex: painted bicycle lanes with no separation). 2 - The project invests in safe bicycle facilities.	2	Yes
The project invests in safe transit facilities. 0 - The project does not invest in any transit facilities. 1 - The project makes some transit-supportive investments (ex: bumpouts near bus stops). 2 - The project directly invests in transit facilities (ex: transit signal priority).	2	Yes
The project improves pedestrian safety near a high-utility corridor to promote walking. 0 - The project does not involve significant pedestrian safety improvements. 1 - The project improves pedestrian safety on a corridor with moderate utility. 2 - The project improves pedestrian safety on a high utility corridor.	2	Yes
The project improves safety near a high-utility corridor for other active transportation modes other than walking. 0 - The project does not involve significant safety improvements for other active transportation modes. 1 - The project improves active transportation safety for other active transportation modes on a corridor with moderate utility. 2 - The project improves active transportation safety for other active transportation modes on a high utility corridor.	2	Yes
Access and Connectivity: Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.		
The project serves sites targeted for future development (Up to 3 points). 0 - The project does not serve a site targeted for future development. 1 - The project serves a site for future development. 2 - The project serves a site targeted for future development that includes transit-supportive mixed-use or residential sites. 3 - The project serves a site or sites targeted for future development that include transit-supportive mixed-use or residential sites, and are included as part of compliance with Section 3A of the Massachusetts Zoning Act from the community in which it is located.	3	
The project serves existing employment and population centers (Up to 3 points). 0 - The project does not serve an existing employment or population center. 1 - The project serves an existing employment or population center. 2 - The project serves an existing employment and population center. 3 - The project serves an existing employment and population center, or a population center that has significant affordable housing opportunities.	3	Yes
The project addresses safety concerns in multiple locations. 0 - Project improvements are concentrated at a specific site. 1 - The applicant details how the project is expected to have network improvements at other sites along the corridor. 2 - The project directly addresses multiple concerns at different locations.	2	
The project addresses safety concerns near to key public community assets. 0 - The project is not near to any key public community assets. 1 - The project is near to one or more community assets. 2 - The project addresses safety concerns near key public community assets with a large population of vulnerable users, such as schools, libraries, or senior centers.	2	Yes
The project is a product of or fulfills recommendations identified in a regional or statewide study. 0 - The project is not consistent with or the applicant does not cite a regional or statewide corridor study or Road Safety Audit. 1 - The project is thematically consistent with a regional or statewide study, such as a corridor study or Road Safety Audit. 2 - The project is explicitly called for in a regional or statewide study, such as a corridor study or Road Safety Audit.	2	
The project involves collaboration between multiple municipalities. 0 - Only one municipality is involved in the project. 1 - One or more municipalities are involved in the project.	1	
The project is near to or on a primary thoroughfare for regional freight travel. 0 - The project is not listed on a roadway with significant freight volumes. 1 - The project is on a roadway with significant freight volumes.	1	
The project improves navigability at or along the work area through signage. 0 - No signage improves are incorporated into the project. 1 - Signage improvements, which may include interpretive signage, are included in the proposed project.	1	
(Penalty) The project applicant is an MBTA Community not in compliance with Section 3A. 0 - The municipality is in compliance with or not subject to Section 3A. -5 - The municipality is not in compliance with Section 3A.	0	

Scoring Criteria	Base Score	Equity Multiplier?
Resilience: Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.		
The project reduces the risk of flooding in the project area through adaptation and resilience improvements. 0 - The project does not address flooding. 1 - The project reduces flood risk using structural adaptation/grey infrastructure. 2 - The project reduces flood risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.	2	Yes
The project reduces the risk of extreme temperatures by reducing pavement cover, planting shade trees, providing shade structures, increasing green space, etc. 0 - The project does not address extreme temperatures. 1 - The project reduces extreme temperature risk using structural adaptation/grey infrastructure. 2 - The project reduces extreme temperature risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.	2	Yes
The project implements recommendations or addresses needs identified in the respective municipality's Hazard Mitigation Plan, Municipal Vulnerability Plan, or Climate Adaptation Plan. 0 - The project does not address needs or recommendations. 2 - The project addresses needs or recommendations.	2	
The project improves stormwater infrastructure beyond MassDEP's MS4 standard. 0 - The project meets minimum standards. 1 - The project includes one design element to go above minimum stormwater improvement standards (adopts stormwater BMPs, prepares pollution and/or erosion prevention plan, adopts environmentally sensitive site design practices, is expected to remove high amounts of TSS, etc.). 2 - Project adopts more than one design element to go above minimum stormwater improvement standards.	2	
The project applicant demonstrates regional coordination or partnership on resilience improvements and project impacts with neighboring municipalities, environmental or EJ advocacy groups, local community organizations, regional or state agencies, etc. 0 - The applicant does not demonstrate regional coordination. 1 - The applicant demonstrates regional coordination with neighboring municipalities and/or regional or state agencies. 2 - The applicant demonstrates regional coordination with neighboring municipalities, regional or state agencies AND local community organizations/advocacy groups.	2	
The applicant details the expected useful life of the improvements, provides a plan for maintenance of resilience improvements, and/or references current and future climate conditions. 0 - Applicant does not reference current and future climate conditions and does not provide a plan for maintenance. 1 - Applicant references current and future climate conditions OR provides a plan for maintenance. 2 - Applicant references current and future climate conditions AND provides a plan for maintenance.	2	
The project proposes improvements and reduces climate risk along evacuation routes and/or roadways that provide emergency access to critical facilities such as police stations, fire stations, and hospitals. 0 - The project does not propose improvements to an evacuation route or along roadways that provide emergency access to critical facilities. 1 - The project proposes improvements along an evacuation route OR along a roadway that provide emergency access to critical facilities. 2 - The project proposes improvements along an evacuation route AND along a roadway that provide emergency access to critical facilities.	2	
(Penalty) The project is located in an existing or projected flood zone and/or the project site has flooded in the past and the applicant does not specify how the project will address flooding. 0 - Project is not located in an existing or projected flood zone and site has not flooded in the past OR project is located in a flood zone and the applicant specifies how the project will address flooding. -3 - Project is located in an existing or projected flood zone or site has flooded in the past and the project does not specify how it will address flooding.	0	Yes
(Penalty) The project is located in an area that is vulnerable to extreme heat and the applicant does not specify how the project will address heat. 0 - The project is not located in an area vulnerable to extreme heat OR project is located in a vulnerable area and the applicant specifies how the project will address heat. -3 - The project is located in an area vulnerable to extreme heat and the project does not specify how it will address heat.	0	Yes
Clean Air and Healthy Communities: Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.		
The project includes design elements aimed at reducing the amount of Single-Occupancy-Vehicle (SOV) trips (Up to 3 points). 0 - The project does not support a reduction in single occupancy vehicle trips. 1 - The project provides indirect support to reductions in single occupancy vehicle trips through supportive infrastructure for transit or active transportation, such as signage, web applications, educational campaigns, or personnel improvements. 3 - The project supports a reduction in the amount of single occupancy vehicle trips by improving the condition or accessibility of existing transit or active transportation assets.	3	Yes
The project reduces greenhouse gas emissions (Up to 3 points). 0 - The project does not support a reduction in greenhouse gas emissions. 1 - The project supports a reduction in greenhouse gas emissions primarily by reducing travel time delay. 3 - The project includes a variety of elements aimed at reducing emissions such as low or no emission mobility improvements, innovative technologies or methods, and travel demand management.	3	
The project is expected to have a positive impact on adjacent communities and natural areas through low impact design, pavement reduction, nature-based adaptation, and other improvements that protect air/water/soil quality, provide ecological restoration and functioning, improve aquatic connectivity, etc. -3 - The project is expected to have a negative impact on adjacent communities or natural areas. 0 - The project is not expected to impact adjacent communities or natural areas. 2 - The project is expected to have a positive impact on adjacent communities or natural areas. 3 - The project is expected to have a positive impact AND specifies appropriate plant species for any added vegetation or green space (native species, flood/drought tolerant, diverse range of species, etc.).	3	Yes

Scoring Criteria	Base Score	Equity Multiplier?
The proposed project incorporates or will incorporate a meaningful community outreach and engagement process (Up to 3 points). 0 - The proposed project will incorporate all legally required community outreach and engagement necessary for the use of federal funding. 1 - The proposed project will incorporate additional community outreach and engagement as necessary, including public meetings within the served municipality or municipalities. 2 - The proposed project has already been subject to community outreach and engagement, and the applicant will continue to engage stakeholders in the project process as it develops. 3 - The proposed project is the result of a rigorous community engagement process, and the proposed scope of work reflects the feedback or input received by the applicant from the community. The applicant will continue to engage stakeholders in the process, and the applicant has novel or innovative strategies to improve community engagement.	3	
The project effectively engages all community members in its outreach strategy and access for the service, specifically people with disabilities or those with limited English proficiency (Up to 2 points). 0 - The project performs all legally required measures to ensure compliance with the Americans with Disabilities Act and Title VI of the Civil Rights Act. 1 - The applicant has identified a strategy to bring community members of all abilities and language proficiencies into the project outreach process and to ensure their access to services. 2 - The applicant has implemented an effective strategy to engage community members of all abilities and language proficiencies into the project outreach process and into offered services, while also identifying areas for potential improvement.	2	Yes
The project improves access to open space or sites for active recreation. 0 - The project does not improve access to open space or sites for active recreation. 2 - The project does improve access to open space or sites for active recreation.	2	
BONUSES		
CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat carbon emissions, the project utilizes nature-based solutions to improve air quality/treatment.	1	
CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat contaminated water, the project utilizes nature-based solutions to improve water quality or treatment.	1	
Resilience: The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc. 0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits. 1 - Project design is expected to address multiple hazards OR provide multiple environmental benefits. 2 - Project design is expected to address multiple hazards AND provide multiple environmental benefits.	2	
Resilience: The project design includes provision of educational material for the public related to environmental improvements and aspects of the project/area. 0 - Project will not provide educational material. 1 - Project will provide educational material.	1	
Resilience: The primary purpose of the project is to improve resilience and reduce risk to climate hazards. 0 - The primary purpose of the project is not resilience. 1 - The primary purpose of the project is resilience.	1	
Resilience: The project proponents have used RMAT's Climate Resilience Design Standards Tool to demonstrate the value of resilience improvements in the project area. 0 - Proponents have not shared results from RMAT's Climate Resilience Design Standards Tool. 1 - Proponents have shared results from RMAT's Climate Resilience Design Standards Tool.	1	

Table A-7
FFYs 2025–29 TIP Evaluation Criteria: Intersection Improvements Program

Project Name	**PROJECT NAME**
Municipality/Proponent	**PROJECT PROPONENT(S)**
Project Type	**Intersection Improvements**

Scoring Criteria	Base Score	Equity Multiplier?
Equity: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.		
An equity multiplier (EM) is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project's multiplier is based on the percent of the population in the project area that belongs to each of the MPO's six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier. To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.		
Safety: Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.		
The project addresses a location with severe crashes. +3 EPDO value of 300 or more +2 EPDO value of 100 to 299 +1 EPDO value of less than 100 +0 No EPDO value"	3	Yes
The project addresses a location with a high frequency of crashes. +3 Crash rate of 1.36 or greater +2 Crash rate between 0.78 and 1.36 +1 Crash rate between 0.20 and 0.78 +0 Crash rate below 0.20	3	Yes
The project addresses a statewide Top Crash Location. 0 - The project does not address a Top 200 Crash Cluster, Top 5% Intersection Crash Cluster, Top 5% Bicycle Crash Cluster, or Top 5% Pedestrian Crash Cluster. 1 - The project addresses one of the following: a Top 5% Intersection Crash Cluster, a Top 5% Bicycle Crash Cluster, or Top 5% Pedestrian Crash Cluster. 2 - The project addresses two of the following: a Top 5% Intersection Crash Cluster, a Top 5% Bicycle Crash Cluster, or a Top 5% Pedestrian Crash Cluster. 3 - The project addresses three or more Intersection, Bicycle, and/or Pedestrian Crash Clusters, or contains a Statewide Top 200 Crash Location.	3	
The project addresses a location identified in the Boston Region MPO Regional Safety Action Plan. 0 - The project does not address locations in the Regional Safety Action Plan. 1 - The project is located on the high injury network (HIN), but is not directly identified in the Regional Safety Action Plan. 2 - The project is located on the high injury network (HIN) and is identified in the Regional Safety Action Plan.	2	
The project addresses a truck-related safety issue. 0 - The project does not directly address truck safety in the project area. 1 - The project directly addresses truck safety in the project area, including improving the safety of vulnerable users navigating in mixed traffic with trucks.	1	
The project makes comprehensive safety improvements for all road users. 0 - The project makes no significant improvements to safety for all road users. 1 - The project makes some minor improvements to safety for automobiles. 2 - The project makes some moderate improvements to safety, but these improvements are primarily directed for automobiles. 3 - The project makes some minor improvements to the safety of vulnerable roadway users and automobiles. 4 - The project makes some moderate improvements to the safety of vulnerable roadway users, but improvements are primarily directed at automobiles. 5 - The project makes comprehensive improvements for all roadway users, such that all users may navigate through the corridor safely, including the elimination of mixed traffic between vulnerable users and automobiles where practicable.	5	
The project effectively addresses safety for micromobility users. -2 - The project introduces potentially unsafe elements for micromobility users. 0 - The project makes no significant improvements or creates incidental benefits to safety for micromobility users. 1 - The project makes minor improvements to safety for micromobility users. 2 - The project makes significant improvements to safety for micromobility users.	2	
The project effectively addresses safety for pedestrians. - 2 - The project introduces potentially unsafe elements for pedestrians. 0 - The project makes no significant improvements or creates incidental benefits to safety for pedestrians. 1 - The project makes minor improvements to safety for pedestrians. 2 - The project makes significant improvements to safety for pedestrians.	2	Yes
The project effectively addresses safety for persons with disabilities. - 5 - The proposed project introduces potentially unsafe elements for persons with disabilities. Alternatively, the project does not address identifiable issues with Americans with Disabilities Act Compliance in the Project Area. 0 - The project makes no significant improvements or creates incidental enhancements to safety for persons with disabilities. 1 - The project makes minor improvements to safety for persons with disabilities. 2 - The project makes significant improvements to safety for persons with disabilities.	2	Yes
The project effectively addresses safety for transit operations and users. 0 - The project makes no significant improvements or creates incidental benefits to safety for transit operations or transit users. 1 - The project makes minor improvements to safety for transit operations or transit users. 2 - The project makes significant improvements to safety for transit operations or transit users.	2	

Scoring Criteria	Base Score	Equity Multiplier?
Mobility and Reliability: Support easy and reliable movement of people and freight.		
The applicant thoroughly describes deficiencies in the current design of the corridor or intersection with regard to safety, and how the project addresses these deficiencies. 0 - The proposed project has minor improvements to roadway safety, or focuses primarily on the preservation of existing assets. 1 - The project primarily upgrades existing infrastructure within the current right of way and street footprint that addresses some of the deficiencies along the corridor. 2 - The project focuses on upgrades and modernization of infrastructure, including improvements to accessibility by non-SOV modes, both within the current street footprint or beyond existing right of way. 3 - The project thoroughly addresses deficiencies in the design of the corridor or intersection, and also addresses potential deficiencies elsewhere on a corridor.	3	
The project addresses an unreliable corridor with significant travel time delay. 0 - The project does not address an unreliable corridor. 1 - The project improves the safety along an unreliable corridor, but the benefits of the improvements are difficult to quantify. 2 - The project significantly improves the safety of travel along an unreliable corridor. Travel time delay may be improved due to a reduced crash frequency. 3 - The project thoroughly improves the safety of travel along an unreliable corridor, and directly reduces travel time delay through the proposed street design.	3	
The project improves travel time reliability by investing in measures that reduce dependence on single-occupancy-vehicle trips. 0 - The project does not improve travel time reliability, or does not significantly invest in non-SOV transportation modes. 1 - The project has some impact on travel time reliability through minor investments in non-SOV transportation modes. 2 - The project has a significant impact on travel time reliability through rigorous investments in non-SOV transportation modes.	2	
The project invests in safe pedestrian facilities. 0 - The project does not invest in pedestrian facilities, or establishes facilities that are disconnected from other pedestrian infrastructure with no plans for connections. 1 - The project makes some investments in pedestrian facilities, such as beacons and sidewalks, but investments are limited to the immediate project area (ex: intersection). 2 - The project makes comprehensive investments in new and upgraded pedestrian facilities in the project area, and establishes safe connections to a greater pedestrian network.	2	Yes
The project invests in safe micromobility facilities. 0 - The project does not invest in bicycle facilities, or proposed facilities do not offer significant levels of safety (ex: painted bicycle lanes with no separation). 2 - The project invests in safe bicycle facilities.	2	Yes
The project invests in safe transit facilities. 0 - The project does not invest in any transit facilities. 1 - The project makes some transit-supportive investments (ex: bumpouts near bus stops). 2 - The project directly invests in transit facilities (ex: transit signal priority).	2	Yes
The project improves pedestrian safety near a high-utility corridor to promote walking over single occupancy vehicle trips. 0 - The project does not involve significant pedestrian safety improvements. 1 - The project improves pedestrian safety on a corridor with moderate utility. 2 - The project improves pedestrian safety on a high utility corridor.	2	Yes
The project improves safety near a high-utility corridor for other active transportation modes. 0 - The project does not involve significant safety improvements for other active transportation modes. 1 - The project improves active transportation safety on a corridor with moderate utility. 2 - The project improves active transportation safety on a high utility corridor.	2	Yes
Access and Connectivity: Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.		
The project serves sites targeted for future development (Up to 3 points). 0 - The project does not serve a site targeted for future development. 1 - The project serves a site for future development. 2 - The project serves a site targeted for future development that includes mixed-use or residential sites. 3 - The project serves a site or sites targeted for future development that includes mixed-use or residential sites, and are included as part of compliance with Section 3A of the Massachusetts Zoning Act from the community in which it is located.	3	Yes
The project serves existing employment and population centers (Up to 3 points). 0 - The project does not serve an existing employment or population center. 1 - The project serves an existing employment or population center. 2 - The project serves an existing employment and population center. 3 - The project serves an existing employment and population center, or a population center that has significant affordable housing opportunities.	3	Yes
The project addresses safety concerns in multiple locations. 0 - Project improvements are concentrated at a specific site. 1 - The applicant details how the project is expected to have network improvements at other sites along the corridor. 2 - The project directly addresses multiple concerns at different locations.	2	
The project addresses safety concerns near to key public community assets. 0 - The project is not near to any key public community assets. 1 - The project addresses safety concerns near key public community assets with a large population of vulnerable users, such as schools, libraries, or senior centers.	1	Yes
The project is a product of or fulfills recommendations identified in a regional or statewide study. 0 - The project is not consistent with or the applicant does not cite a regional or statewide corridor study or Road Safety Audit. 1 - The project is thematically consistent with a regional or statewide study, such as a corridor study or Road Safety Audit. 2 - The project is explicitly called for in a regional or statewide study, such as a corridor study or Road Safety Audit.	2	
The project involves collaboration between multiple municipalities. 0 - Only one municipality is involved in the project. 1 - One or more municipalities are involved in the project.	1	
The project is near to or on a primary thoroughfare for regional freight travel. 0 - The project is not listed on a roadway with significant freight volumes. 1 - The project is on a roadway with significant freight volumes.	1	
The project improves navigability at or along the work area. 0 - No signage improves are incorporated into the project. 1 - Signage improvements, which may include interpretive signage, are included in the proposed project.	1	

Scoring Criteria	Base Score	Equity Multiplier?
Resilience: Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.		
The project reduces the risk of flooding in the project area through adaptation and resilience improvements. 0 - The project does not address flooding. 1 - The project reduces flood risk using structural adaptation/grey infrastructure. 2 - The project reduces flood risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.	2	Yes
The project reduces the risk of extreme heat by reducing pavement cover, planting shade trees, providing shade structures, increasing green space, etc. 0 - The project does not address extreme heat. 1 - The project reduces extreme heat risk using structural adaptation/grey infrastructure. 2 - The project reduces extreme heat risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure.	2	Yes
The project implements recommendations or addresses needs identified in the respective municipality's Hazard Mitigation Plan, Municipal Vulnerability Plan, or Climate Adaptation Plan. 0 - The project does not address needs or recommendations. 2 - The project addresses needs or recommendations.	2	
The project improves stormwater infrastructure beyond MassDEP's MS4 standard. 0 - The project meets minimum standards. 1 - The project includes one design element to go above minimum stormwater improvement standards (adopts stormwater BMPs, prepares pollution and/or erosion prevention plan, adopts environmentally sensitive site design practices, is expected to remove high amounts of TSS, etc.). 2 - Project adopts more than one design element to go above minimum stormwater improvement standards.	2	
The project applicant demonstrates regional coordination or partnership on resilience improvements and project impacts with neighboring municipalities, environmental or EJ advocacy groups, local community organizations, regional or state agencies, etc. 0 - The applicant does not demonstrate regional coordination. 1 - The applicant demonstrates regional coordination with neighboring municipalities and/or regional or state agencies. 2 - The applicant demonstrates regional coordination with neighboring municipalities, regional or state agencies AND local community organizations/advocacy groups.	2	
The applicant details the expected useful life of the improvements, provides a plan for maintenance of resilience improvements, and/or references current and future climate conditions. 0 - Applicant does not reference current and future climate conditions and does not provide a plan for maintenance. 1 - Applicant references current and future climate conditions AND/OR provides a plan for maintenance.	1	
The project proposes improvements and reduces climate risk along evacuation routes and/or roadways that provide emergency access to critical facilities such as police stations, fire stations, and hospitals. 0 - The project does not propose improvements to an evacuation route or along roadways that provide emergency access to critical facilities. 1 - The project proposes improvements along an evacuation route OR along a roadway that provide emergency access to critical facilities.	1	
(Penalty) The project is located in an existing or projected flood zone and/or the project site has flooded in the past and the applicant does not specify how the project will address flooding. 0 - Project is not located in an existing or projected flood zone and site has not flooded in the past OR project is located in a flood zone and the applicant specifies how the project will address flooding. -3 - Project is located in an existing or projected flood zone or site has flooded in the past and the project does not specify how it will address flooding.	0	Yes
(Penalty) The project is located in an area that is vulnerable to extreme heat and the applicant does not specify how the project will address heat. 0 - The project is not located in an area vulnerable to extreme heat OR project is located in a vulnerable area and the applicant specifies how the project will address heat. -3 - The project is located in an area vulnerable to extreme heat and the project does not specify how it will address heat.	0	Yes
Clean Air and Healthy Communities: Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.		
The project includes design elements aimed at reducing the amount of Single-Occupancy-Vehicle (SOV) trips (Up to 2 points). 0 - The project does not support a reduction in SOV trips. 1 - The project provides indirect support to reductions in SOV trips through supportive infrastructure for transit or active transportation, such as signage, web applications, educational campaigns, or personnel improvements. 2 - The project supports a reduction in the amount of SOV trips by improving the condition or accessibility of existing transit or active transportation assets.	2	Yes
The project includes design elements aimed at reducing greenhouse gas emissions (Up to 3 points). 0 - The project does not support a reduction in greenhouse gas emissions. 1 - The project supports a reduction in greenhouse gas emissions primarily by reducing travel time delay. 2 - The project includes a variety of elements aimed at reducing emissions such as low or no emission mobility improvements, innovative technologies or methods, and travel demand management.	2	
The project is expected to have a positive impact on adjacent communities and natural areas through low impact design, pavement reduction, nature-based adaptation, and other improvements that protect air/water/soil quality, provide ecological restoration and functioning, improve aquatic connectivity, etc. -3 - The project is expected to have a negative impact on adjacent communities or natural areas. 0 - The project is not expected to impact adjacent communities or natural areas. 2 - The project is expected to have a positive impact on adjacent communities or natural areas. 3 - The project is expected to have a positive impact AND specifies appropriate plant species for any added vegetation or green space (native species, flood/drought tolerant, diverse range of species, etc.).	3	Yes

Scoring Criteria	Base Score	Equity Multiplier?
The proposed project incorporates or will incorporate a meaningful community outreach and engagement process (Up to 3 points). 0 - The proposed project will incorporate all legally required community outreach and engagement necessary for the use of federal funding. 1 - The proposed project will incorporate additional community outreach and engagement as necessary, including public meetings within the served municipality or municipalities. 2 - The proposed project has already been subject to community outreach and engagement, and the applicant will continue to engage stakeholders in the project process as it develops. 3 - The proposed project is the result of a rigorous community engagement process, and the proposed scope of work reflects the feedback or input received by the applicant from the community. The applicant will continue to engage stakeholders in the process, and the applicant has novel or innovative strategies to improve community engagement.	3	
The project proposes design elements aimed at improving water quality and reducing pollutant runoff to adjacent water resources. (Up to 1 point). 0 - The project does not propose any measures that address water quality, or contaminants generated by the facility or along the transit route. 1 - The project directly improves water quality through technologies or strategies that improve treatment capacity or limit contamination, including investment in expanded stormwater treatment facilities or reductions in impervious surfaces.	1	Yes
BONUSES		
CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat carbon emissions, the project utilizes nature-based solutions to improve air quality/treatment.	1	
CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat contaminated water, the project utilizes nature-based solutions to improve water quality or treatment.	1	
Resilience: The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc. 0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits. 1 - Project design is expected to address multiple hazards OR provide multiple environmental benefits. 2 - Project design is expected to address multiple hazards AND provide multiple environmental benefits.	2	
Resilience: The project design includes provision of educational material for the public related to environmental improvements and aspects of the project/area. 0 - Project will not provide educational material. 1 - Project will provide educational material.	1	
Resilience: The primary purpose of the project is to improve resilience and reduce risk to climate hazards. 0 - The primary purpose of the project is not resilience. 1 - The primary purpose of the project is resilience.	1	
Resilience: The project proponents have used RMAT's Climate Resilience Design Standards Tool to demonstrate the value of resilience improvements in the project area. 0 - Proponents have not shared results from RMAT's Climate Resilience Design Standards Tool. 1 - Proponents have shared results from RMAT's Climate Resilience Design Standards Tool.	1	

Table A-8
FFYs 2025–29 TIP Evaluation Criteria: Transit Transformation

Project Name	**PROJECT NAME**
Municipality/Proponent	**PROJECT PROPONENT(S)**
Project Type	**Transit Transformation**

Scoring Criteria	Base Score	Equity Multiplier?
Equity: Facilitate an inclusive and transparent transportation-planning process and make investments that eliminate transportation-related disparities borne by people in disadvantaged communities.		
An equity multiplier (EM) is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project's multiplier is based on the percent of the population in the project area that belongs to each of the MPO's six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier. To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.		
Safety: Achieve zero transportation-related fatalities and serious injuries and improve safety for all users of the transportation system.		
The proposed project addresses a documented operational safety issue (Up to 4 Points). -2 - The project does not incorporate improvements to operational safety at a facility with documented safety incidents. 0 - The project does not incorporate improvements to operational safety, and the involved facility or facilities do not have documented safety issues or risks. 2 - The project performs preventative maintenance on a facility to mitigate the emergence of safety hazards at the facility. 4 - The project directly addresses documented safety hazards that are already present at the facility, in addition to preventative maintenance.	5	Yes
The proposed project improves the safety of users within the transit facility (Up to 2 Points). 0 - The project does not incorporate safety improvements for users in the design, or does not involve a rider-facing facility. 1 - In maintaining a state of good repair for the facility, the project mitigates the future emergence of safety hazards for users. 2 - The project directly addresses known user safety issues at stations through capital investment.	4	
The proposed project improves the safety of users traveling to and from transit facilities (Up to 2 Points). 0 - The proposed project does not impact safety for users traveling to and from transit facilities. 1 - The proposed project makes minor safety improvements for users traveling to and from transit facilities, or improvements are not primarily directed towards vulnerable users. 2 - The proposed project makes significant improvements for users traveling to and from transit facilities, including improvements for vulnerable users.	3	
The proposed project supports dedicated rights of way for transit, or mitigates interference from other facility users (Up to 2 Points). 0 - The project does not address any shared right of way 1 - The project makes minor improvements to safety on existing rights of way used by transit operators. 2 - The project makes significant improvements to safety on existing rights of way used by transit operators, or creates new dedicated right of way for transit vehicles.	2	
The proposed project improves system responsiveness during emergency events (Up to 2 Points). 0 - The proposed project does not improve emergency response times. 1 - The proposed project makes improvements to emergency response times within the facility 2 - The proposed project makes improvements to emergency response times within and beyond the facility	2	
Mobility and Reliability: Support easy and reliable movement of people and freight.		
The project reduces transit passenger delay (Up to 5 points)	5	Yes
The project invests in new transit assets or expanded service (Up to 5 points)	5	Yes
The project performs state of good repair improvements that extend the useful life of the facility (Up to 2 points) 0 - The project does not incorporate state of good repair improvements for existing facilities. 1 - The project incorporates state of good repair improvements for existing facilities. 2 - The project incorporates state of good repair improvements for existing facilities, and the proposed mobilization and construction strategy avoids closures to transit facilities or disruptions to transit operations.	2	
The project improves intermodal connections, and the ability of users to navigate those connections.	2	
The project improves conditions for personnel that support transit operations (Up to 2 points). 0 - The project does not directly incorporate improvements for personnel involved in transit operations. 1 - The project incorporates improvements for non-customer-facing transit operations personnel. 2 - The project incorporates improvements for customer-facing transit personnel.	2	
Access and Connectivity: Provide transportation options and improve access to key destinations to support economic vitality and high quality of life.		

Scoring Criteria	Base Score	Equity Multiplier?
The project serves sites targeted for future development (Up to 3 points). -3 - The project does not serve a site targeted for future development due to noncompliance with Section 3A of the Massachusetts Zoning Act from the community in which it is located. 0 - The project does not serve a site targeted for future development. 1 - The project serves a site for future development. 2 - The project serves a site targeted for future development that includes transit-supportive mixed-use or residential sites. 3 - The project serves a site or sites targeted for future development that include transit-supportive mixed-use or residential sites, and are included as part of compliance with Section 3A of the Massachusetts Zoning Act from the community in which it is located.	3	
The project serves existing employment and population centers (Up to 3 points). 0 - The project does not serve an existing employment or population center. 1 - The project serves an existing employment or population center. 2 - The project serves an existing employment and population center. 3 - The project serves an existing employment and population center, or a population center that has significant affordable housing opportunities.	3	Yes
The project invests in pedestrian connections to transit facilities or routes (Up to 4 points). -1 - The project does not invest in pedestrian connections to transit facilities, and no pedestrian connections are present. The applicant has sufficient jurisdiction or authority to provide such improvements. 0 - The project does not invest in pedestrian connections to transit facilities or routes, but connections to the facilities and routes exist and are in fair or better condition. Or, if a lack of connectivity exists, it is due to a lack of jurisdiction on the behalf of the applicant to improve. 1 - The project improves the condition of an existing pedestrian facility in the project area. 3 - The project adds a new, safe pedestrian connection for transit access in the project area.	3	Yes
The project invests in bicycle connections to transit facilities or routes (Up to 4 points). -1 - The project does not invest in bicycle connections to transit facilities, and no pedestrian connections are present. The applicant has sufficient jurisdiction or authority to provide such improvements. 0 - The project does not invest in bicycle connections to transit facilities or routes, but connections to the facilities and routes exist and are in fair or better condition. Or, if a lack of connectivity exists, it is due to a lack of jurisdiction on the behalf of the applicant to improve. 2 - The project improves the condition of an existing bicycle facility in the project area. 3 - The project improves the condition and user safety of an existing bicycle facility in the project area. 4 - The project adds a new, safe bicycle connection for transit access in the project area.	3	
The project improves ADA accessibility for transit facilities or routes (Up to 4 points). -2 - The project does not invest in ADA accessibility upgrades for a facility where deficiencies can be identified. 0 - The project does not invest in ADA accessibility upgrades for a facility or route. 2 - The project invests in ADA accessibility upgrades for a transit facility. 4 - The project invests in ADA accessibility upgrades for a transit facility or routes and improves ADA accessibility for connecting features (ie: sidewalks).	4	Yes
Resilience: Provide transportation that supports sustainable environments and enables people to respond and adapt to climate change and other changing conditions.		
The project reduces the risk of flooding in the project area through adaptation and resilience improvements. 0 - The project does not address flooding. 1 - The project reduces flood risk using structural adaptation/grey infrastructure. 2 - The project reduces flood risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure. 3 - The project adopts green infrastructure and specifies appropriate plant types for any added vegetation (native species, flood/drought tolerant, diverse range of species, etc.)	3	Yes
The project reduces the risk of extreme heat by reducing pavement cover, planting shade trees, providing shade structures, increasing green space, etc. 0 - The project does not address extreme heat. 1 - The project reduces extreme heat risk using structural adaptation/grey infrastructure. 2 - The project reduces extreme heat risk using nature-based adaptation/green infrastructure, or a combination of green and gray infrastructure. 3 - The project adopts green infrastructure and specifies appropriate plant types for any added vegetation (native species, flood/drought tolerant, diverse range of species, etc.)	3	Yes
The project implements recommendations or addresses needs identified in the respective municipality's Hazard Mitigation Plan, Municipal Vulnerability Plan, or Climate Adaptation Plan. 0 - The project does not address needs or recommendations. 2 - The project addresses needs or recommendations.	2	
The project improves stormwater infrastructure beyond MassDEP's MS4 standard. 0 - The project meets minimum standards. 1 - The project includes one design element to go above minimum stormwater improvement standards (adopts stormwater BMPs, prepares pollution and/or erosion prevention plan, adopts environmentally sensitive site design practices, is expected to remove high amounts of TSS, etc.). 2 - Project adopts more than one design element to go above minimum stormwater improvement standards.	2	
The project applicant demonstrates regional coordination or partnership on resilience improvements and project impacts with neighboring municipalities, environmental or EJ advocacy groups, local community organizations, regional or state agencies, etc. 0 - The applicant does not demonstrate regional coordination. 1 - The applicant demonstrates regional coordination with neighboring municipalities and/or regional or state agencies. 2 - The applicant demonstrates regional coordination with neighboring municipalities, regional or state agencies AND local community organizations/advocacy groups.	2	
The project addresses risk to rider health and safety posed by climate hazards. 0 - The project does not address risk to rider health and safety posed by climate hazards. 3 - The project proposes improvements that will reduce risk to rider health and safety posed by climate hazards.	3	
The applicant details the expected useful life of the improvements and provides a plan for maintenance of resilience improvements beyond the construction phase. 0 - The applicant does not provide a maintenance plan and/or clear information as to the expected useful life of the asset. 1 - The applicant does provide a maintenance plan and/or clear information as to the expected useful life of the asset.	1	Yes

Scoring Criteria	Base Score	Equity Multiplier?
(Penalty) The project is located in an existing or projected flood zone and/or the project site has flooded in the past and the applicant does not specify how the project will address flooding. 0 - Project is not located in an existing or projected flood zone and site has not flooded in the past OR project is located in a flood zone and the applicant specifies how the project will address flooding. -3 - Project is located in an existing or projected flood zone or site has flooded in the past and the project does not specify how it will address flooding.	0	Yes
(Penalty) The project is located in an area that is vulnerable to extreme heat and the applicant does not specify how the project will address heat. 0 - The project is not located in an area vulnerable to extreme heat OR project is located in a vulnerable area and the applicant specifies how the project will address heat. -3 - The project is located in an area vulnerable to extreme heat and the project does not specify how it will address heat.	0	Yes
Clean Air and Healthy Communities: Provide transportation free of greenhouse gas emissions and air pollutants and that supports good health.		
The project supports a reduction in the amount of Single-Occupancy-Vehicle (SOV) trips for a given area (Up to 3 points). 0 - The project does not support a reduction in SOV trips. 1 - The project provides indirect support to reductions in SOV trips through the implementation of transit-supportive infrastructure, such as signage, web applications, education campaigns, or personnel improvements. 2 - The project supports a reduction in the amount of SOV trips by improving the condition or accessibility of existing transit assets, or reliability of existing service. 3 - The project supports a reduction in the amount of SOV trips by improving the accessibility or capacity of existing transit assets, making investments that improve the frequency or capacity of service, or expand service area or hours of operation for transit.	3	Yes
The project directly supports a reduction in Greenhouse Gas Emissions from transit operations or facilities (Up to 3 points). 0 - The project does not support a reduction in Greenhouse Gas Emissions from transit operations or facilities, or the support is indirect. 1 - The project supports reductions in Greenhouse Gas Emissions from transit operations or facilities through an investment in low emission technologies. 2 - The project supports reductions in Greenhouse Gas Emissions from transit operations or facilities through investments in both low emission technologies and no emission technologies. 3 - The project invests exclusively in the adoption and installation of zero-emission technologies or facility electrification.	3	Yes
The project is expected to have a positive impact on adjacent communities and natural areas through low impact design, pavement reduction, nature-based adaptation, and other improvements that protect air/water/soil quality, provide ecological restoration and functioning, improve aquatic connectivity, etc. -1 - The project is expected to have a negative impact on adjacent communities or natural areas. 0 - The project is not expected to impact adjacent communities or natural areas. 1.5 - The project is expected to have a positive impact on adjacent communities or natural areas. 3 - The project specifies native species for any added vegetation or green space.	3	
The project proposes design elements aimed at removing air pollutants and improving air quality. (Up to 2 points). 0 - The project does not propose any measures that address air quality. 2 - The project proposes design elements that remove air pollutants and improve air quality.	2	
The project proposes design elements aimed at improving water quality and reducing pollutant runoff to adjacent water resources. (Up to 2 points). 0 - The project does not propose any measures that address water quality, or contaminants generated by the facility or along the transit route. 2 - The project directly improves water quality through technologies or strategies that improve treatment capacity or limit contamination, including investment in expanded stormwater treatment facilities or reductions in impervious surfaces.	2	
The proposed project incorporates or will incorporate a meaningful community outreach and engagement process (Up to 3 points). 0 - The proposed project will incorporate all legally required community outreach and engagement necessary for the use of federal funding. 1 - The proposed project will incorporate additional community outreach and engagement as necessary, including public meetings within the served municipality or municipalities. 2 - The proposed project has already been subject to community outreach and engagement, and the applicant will continue to engage stakeholders in the project process as it develops. 3 - The proposed project is the result of a rigorous community engagement process, and the proposed scope of work reflects the feedback or input received by the applicant from the community. The applicant will continue to engage stakeholders in the process, and the applicant has novel or innovative strategies to improve community engagement.	3	Yes

Scoring Criteria	Base Score	Equity Multiplier?
BONUSES		
CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat carbon emissions, the project utilizes nature-based solutions to improve air quality/treatment.	1	
CAHQ: Pursuant to the improvement of the capacity of the transit asset or supportive facilities to capture/process/treat contaminated water, the project utilizes nature-based solutions to improve water quality or treatment.	1	
Resilience: The project design is expected to address multiple hazards and/or provide multiple environmental benefits such as risk reduction, ecological restoration, aquatic connectivity, improved water quality, groundwater recharge, etc. 0 - Project design is not expected to address multiple hazards or provide multiple environmental benefits. 1 - Project design is expected to address multiple hazards OR provide multiple environmental benefits. 2 - Project design is expected to address multiple hazards AND provide multiple environmental benefits.	2	
Resilience: The project design includes provision of educational material for the public related to environmental improvements and aspects of the project/area. 0 - Project will not provide educational material. 1 - Project will provide educational material.	1	
Resilience: The primary purpose of the project is to improve resilience and reduce risk to climate hazards. 0 - The primary purpose of the project is not resilience. 1 - The primary purpose of the project is resilience.	1	
Resilience: The project proponents have used RMAT's Climate Resilience Design Standards Tool to demonstrate the value of resilience improvements in the project area. 0 - Proponents have not shared results from RMAT's Climate Resilience Design Standards Tool. 1 - Proponents have shared results from RMAT's Climate Resilience Design Standards Tool.	1	

Table A-9
FFYs 2025–29 TIP Community Connections Program Project Evaluation Criteria: Bicycle Lanes

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
Work locations are near to existing areas of concentrated development or public spaces.	0 - The proposed work locations are not near to a moderate density of residential housing, commercial businesses, or public facilities. 1 - The proposed work locations are near to some mid-density residential, commercial, or mixed use developments, or public facilities/open space. 2 - The proposed work locations are near to mid-high density residential, commercial, or mixed use developments, or public facilities/open space. 3 - The proposed work locations are near to a combination of mid-high density residential, commercial, or mixed use developments and public facilities and open space.	3
Work locations are near to planned developments or public spaces.	0 - No planned developments or public realm improvements are sited near the work locations. 1 - Proposed developments in the project area are limited. 2 - Numerous developments are proposed at or near work locations for the project, and include enabling land uses. 3 - All work locations are near to areas of planned development, and the types of development are supportive to demand for cycling. Alternatively, full credit may also be earned if some of the work locations are near designated areas for Transit Oriented Development, including zones for compliance with Section 3A of the Massachusetts Zoning Act.	3
Work locations for the project are situated near to transit facilities.	0 - Proposed work locations are not located near transit stations. 1 - At least one of the proposed work locations is within 300 feet of a transit facility. 2 - At least one of the proposed work locations is sited directly at or on a transit facility. 3 - At least one of the proposed work locations is sited directly at or on a transit facility, and the RTA/owner of the facility has provided written support for the project.	3
Work locations for the project complement transit operating routes.	0 - Proposed work locations are not near transit routes. 1 - Only one work location in the project is located near a transit route with limited accessibility or utility to and from that point. 2 - One work location in the project is located near a major transit route, but the location provides some utility to and from that point. Or, more than one work location is near a transit route, but the locations are not well connected to one another. 3 - The proposed work locations effectively mirror one or more transit routes, and improve accessibility to and from that route.	3
The work location or locations are safely accessible by walking.	0 - Proposed work locations are not near safe pedestrian infrastructure, such as sidewalks and crosswalks. 1 - Less than half of proposed work locations are near safe pedestrian infrastructure. 2 - More than half of proposed work locations are near safe pedestrian infrastructure. 3 - All work locations are near safe, pedestrian-accessible sites that include signalized crosswalks and continuous sidewalks.	3
The work location or locations are near to safe bicycle-supportive infrastructure.	0 - Proposed work locations are not near safe bicycle infrastructure. 1 - Most proposed work locations are near bicycle infrastructure that does not provide physical separation for users. 2 - Most proposed work locations are near bicycle infrastructure that provides some on-road separation for users. 3 - Most or all work locations are near bicycle infrastructure that provides full physical separation, including vertical or horizontal separation, for users.	3
Connectivity Score		18
Regional and Interlocal Coordination		
The project includes a substantial public engagement process.	0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process. 1 - The municipality or municipalities have engaged their communities for the purpose of implementing the proposed improvements, specifically entities responsible for ensuring the continuing operations of the project (ROW, local operating costs, etc.) 2 - The municipality or municipalities have held public meetings on the proposed project, in addition to the above. 3 - The municipality or municipalities have engaged stakeholders in their communities for the purpose of soliciting feedback to improve the planning and prioritization of the project, in addition to the above. 4 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level. The public engagement process specifically led to the identification of sites included in the project.	4
The project demonstrates collaboration between different components of the municipality for site prioritization.	0 - The applicant is not working with other business units within the municipality as part of the project. 1 - The applicant has received support from elected officials within the municipality for the project beyond the budget process. 2 - In addition to the above, the selection of sites as part of the project was performed in consultation with other municipal units, including for example school committees, Councils on Aging, Parks Departments, etc.	2
The project demonstrates collaboration between multiple municipalities.	0 - No direct support from other municipalities is provided. 1 - The applicant is a regional organization providing bicycle parking for one or more municipalities. 2 - The project involves collaboration between one or more municipalities.	2
The project demonstrates collaboration with other state or federal agencies.	0 - The project does not involve any direct coordination with state or federal agencies in a manner unrelated to the TIP process. 1 - The project involves a state or federal facility, and support for the applicant to improve that facility has been provided by the facility owner. The owner is not otherwise involved in the project. 2 - The project is a direct partnership between a municipality and a state or federal agency, which may be demonstrated through providing bicycle racks at State/National Parks, publicly-accessible state/federal buildings (including universities), or other facilities.	2

Scoring Criteria		Max Points
Project demonstrates collaboration across multiple sectors	0 - No direct support from private entities is listed. 2 - The project proponent coordinated with the private sector in the development of the project as part of selecting site areas. 4 - The project includes extensive support between the public and private sectors, including private funding contributions.	4
Project collaborators submit letters of support to MPO	0 - The applicant has not attached letters of support. 2 - Letters of support are attached to demonstrate fulfillment of the above criteria.	2
Coordination Score		16
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	0 - The project is not included in any local plans or studies. 2 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents. 4 - The project is thematically consistent with the contents of a local plan or study, and those documents are cited by the applicant. 6 - The project is explicitly called for in the contents of a local plan or study.	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	0 - The project is not included in any regional plans or studies. 2 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents. 4 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body. 6 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.	6
Project is included in statewide plans or studies	0 - The project is not included in any statewide plans or studies. 2 - The project is included in a statewide planning document, but is not cited by the applicant. 4 - The project is included in a statewide planning document cited by the applicant.	4
Project acts as an 'anchor' for development of a sustainable bicycle network.	0 - The project does not add racks to an area of at least low-moderate utility. 1 - The project expands into an area of low-moderate utility, or add racks where none currently exist to an area of low utility. 2 - The project expands into an area of moderate or greater utility.	2
Plan Implementation Score		18
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.		
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	Project serves one or more transportation equity populations, as identified by the Boston Region MPO Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.	18

Equity Score Look-up Table:

If the sum of the Indices Greater than...	...And Less Than...	The Project Score is...	0
1	00.99	6	35.99
11	610.99	16	915.99
21	1220.99	27	18

The project expands or maintains direct access to a safe bicycle facility.	0 - Work locations for the project are not near to a safe bicycle facility. 1 - Work locations for the project are near to a safe bicycle facility.	1
The project serves a community with a low rate of automobile ownership.	0 - The project does not install bicycle racks in an area with low rates of automobile ownership. 1 - The project installs bicycle racks in an area with a low rate of automobile ownership.	1
Transportation Equity Score		20
Climate Change Mitigation		
For new racks, does the project further promote mode shift? For repair/replacement projects, how many users utilize the facility?	0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. For rack repair/replacement projects, the applicant does not provide data for existing ridership at the involved stations. 2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. For rack repair/replacement projects, the stations being replaced are of moderate utility and consistent ridership levels. 3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). For rack repair/replacement projects, the stations being replaced are of significant utility with strong ridership levels, and are first priority investments. 4 - Pursuant to 3 above, but does so in area with disproportionate air quality burden.	4
Estimates for project demand are realistic and grounded in thorough analysis.	0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained. 2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips. 4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.	4

Scoring Criteria		Max Points
The rack investment is complementary to an ongoing or planned surface transportation investment.	0 - The investment does not complement any planned or nearby projects. 2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited. 4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure. 6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path.	6
The rack investment reinforces access to an existing surface transportation facility.	0 - The investment does not complement any nearby bicycle facilities. 2 - The investment complements an existing low to moderate utility link for biking. 4 - The investment complements an existing moderate to high utility link for biking, or a physically separated and safe pathway for all users (ex: shared use path, rail trail).	4
Climate Change Mitigation		18
Performance Management		
The project application includes a budget worksheet that outlines the sources and uses of the project.	Disqualifying - No budget worksheet is attached. 0 - A budget sheet is included, but the costs associated are unrealistic. 3 - The budget sheet is attached, and the applicant describes the expenses, including the rationale behind the selected unit type.	3
The project proponent broadly outlines expected activities necessary for asset maintenance.	0 - No description of maintenance activities are provided. 3 - An anticipated maintenance schedule is provided.	3
The estimates for the usage rates on the bicycle racks are sound.	0 - The applicant does not describe how demand was estimated. 2 - The process for estimating demand for the bicycle racks is vague. 4 - The demand estimates for the bicycle racks are sound.	4
Performance Management		10
Total Score		**100**

Table A-10
FFYs 2025–29 TIP Community Connections Program Project Evaluation Criteria: Bicycle Racks

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
Work locations are near to existing areas of concentrated development or public spaces.	0 - The proposed work locations are not near to a moderate density of residential housing, commercial businesses, or public facilities. 1 - The proposed work locations are near to some mid-density residential, commercial, or mixed use developments, or public facilities/open space. 2 - The proposed work locations are near to mid-high density residential, commercial, or mixed use developments, or public facilities/open space. 3 - The proposed work locations are near to a combination of mid-high density residential, commercial, or mixed use developments and public facilities and open space.	3
Work locations are near to planned developments or public spaces.	0 - No planned developments or public realm improvements are sited near the work locations. 1 - Proposed developments in the project area are limited. 2 - Numerous developments are proposed at or near work locations for the project, and include enabling land uses. 3 - All work locations are near to areas of planned development, and the types of development are supportive to demand for micromobility. Alternatively, full credit may also be earned if some of the work locations are near designated areas for Transit Oriented Development, including zones for compliance with Section 3A of the Massachusetts Zoning Act.	3
Work locations for the project are situated near to transit facilities.	0 - Proposed work locations are not located near transit stations. 1 - At least one of the proposed work locations is within 300 feet of a transit facility. 2 - At least one of the proposed work locations is sited directly at or on a transit facility. 3 - At least one of the proposed work locations is sited directly at or on a transit facility, and the RTA/owner of the facility has provided written support for the project.	3
Work locations for the project complement transit operating routes.	0 - The proposed project is not near transit routes. 1 - A transit route is located in the project area, but with limited accessibility or utility to and from that point. 2 - A major transit route is present, and the proposed facility provides some utility to and from that point. 3 - The proposed facility effectively mirrors or complements transit routes, and improves accessibility to and from that route.	3
The work location or locations are safely accessible by walking.	0 - Proposed work locations are not near safe pedestrian infrastructure, such as sidewalks and crosswalks. 1 - Less than half of the project area contains safe pedestrian infrastructure. 2 - Most of the project limits are near to safe, pedestrian-accessible facilities that include signalized crosswalks and continuous sidewalks.	2
The proposed lanes are not placed in areas that could be potentially hazardous to users.	-5 - Proposed work locations could be hazardous to users due to high speeds along the roadway, and additional mitigations besides lane striping are not planned for implementation. 0 - The proposed lanes are placed in areas that lack connectivity with other bicycle facilities, leading to 'drop offs' at the ends of the lanes. 1 - The lanes are located in areas with no current bicycle facilities and create a safer outcome, but speeds for vehicles along the roadway are high. 2 - The bicycle lanes create safe connections between other network assets, and the proposed implementation of the lanes is not hazardous to users.	2
The proposed lanes are near to other bicycle-supportive assets, such as racks, signage, or other trails and paths.	0 - No other bicycle supportive assets are near to the facility. 1 - A low amount of bicycle supportive assets are near to the facility, such as occasional bicycle lanes or signs. 2 - The bicycle lanes connect into other micromobility facilities, and/or the lanes are near to both current and planned supportive assets such as racks or signs.	2
Connectivity Score		18
Regional and Interlocal Coordination		
The project includes a substantial public engagement process.	0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process. 1 - The municipality or municipalities have engaged their communities for the purpose of implementing the proposed improvements, specifically entities responsible for ensuring the continuing operations of the project (ROW, local operating costs, etc.) 2 - The municipality or municipalities have held public meetings on the proposed project, in addition to the above. 3 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level. The public engagement process specifically led to the identification of sites included in the project.	4
The project demonstrates collaboration between different components of the municipality for site prioritization.	0 - The applicant is not working with other business units within the municipality as part of the project. 1 - The applicant has received support from elected officials within the municipality for the project beyond the budget process. 2 - In addition to the above, the selection of sites as part of the project was performed in consultation with other municipal units, including for example school committees, Councils on Aging, Parks Departments, etc.	2
The project demonstrates collaboration between multiple municipalities.	0 - No direct support from other municipalities is provided. 1 - The applicant is a regional organization providing a bicycle network for one or more municipalities. 2 - The project involves collaboration between one or more municipalities.	2
The project demonstrates collaboration with other state or federal agencies.	0 - The project does not involve any direct coordination with state or federal agencies beyond that related to the TIP process. 1 - The project involves a state or federal facility, and support for the applicant to improve that facility has been provided by the facility owner. The owner is not otherwise involved in the project. 2 - The project is a direct partnership between a municipality and a state or federal agency, which may be demonstrated through providing lanes near to State/National Parks, publicly-accessible state/federal buildings (including universities), or other facilities.	2

Scoring Criteria		Max Points
Project demonstrates collaboration across multiple sectors	0 - No direct support from private entities is listed. 2 - The project proponent coordinated with the private sector in the development of the project as part of selecting site areas.	2
Project collaborators submit letters of support to MPO	0 - The applicant has not attached letters of support. 2 - Letters of support are attached to demonstrate fulfillment of the above criteria.	2
Coordination Score		14
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	0 - The project is not included in any local plans or studies. 2 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents. 4 - The project is thematically consistent with the contents of a local plan or study, and those documents are cited by the applicant. 6 - The project is explicitly called for in the contents of a local plan or study.	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	0 - The project is not included in any regional plans or studies. 2 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents. 4 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body. 6 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.	6
Project is included in statewide plans or studies	0 - The project is not included in any statewide plans or studies. 2 - The project is included in a statewide planning document, but is not cited by the applicant. 4 - The project is included in a statewide planning document cited by the applicant.	4
Project acts as an 'anchor' for development of a sustainable bicycle network.	0 - The project does not add lanes to an area of at least low-moderate utility. 1 - The project expands into an area of low-moderate utility, or adds lanes where none currently exist to an area of low utility. 2 - The project expands into an area of moderate or greater utility.	2
Plan Implementation Score		18
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.		
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	Project serves one or more transportation equity populations, as identified by the Boston Region MPO Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.	13

Equity Score Look-up Table:

If the sum of the Indices Greater than…	…And Less Than…	The Project Score is…	
1	00.99	6	35.99
11	610.99	16	915.99
21	1220.99	27	18

The project serves a community with a low rate of automobile ownership.	0 - The project does not install bicycle racks in an area with low rates of automobile ownership. 1 - The project installs bicycle racks in an area with a low rate of automobile ownership.	1
Transportation Equity Score		20
Climate Change Mitigation		
To what extent do these lanes encourage new trips, or shift existing trips that would otherwise be taken by an automobile?	0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. For rack repair/replacement projects, the applicant does not provide data for existing ridership at the involved stations. 2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. For rack repair/replacement projects, the stations being replaced are of moderate utility and consistent ridership levels. 3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). For rack repair/replacement projects, the stations being replaced are of significant utility with strong ridership levels, and are first priority investments. 4 - Pursuant to 3 above, but does so in area with disproportionate air quality burden.	4
Estimates for project demand are realistic and grounded in thorough analysis.	0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained. 2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips. 4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.	4

Scoring Criteria		Max Points
The rack investment reinforces access to an existing surface transportation facility.	0 - The investment does not complement any nearby bicycle facilities. 2 - The investment complements an existing low to moderate utility link for biking. 4 - The investment complements an existing moderate to high utility link for biking, or a physically separated and safe pathway for all users (ex: shared use path, rail trail).	6
The planned bike lanes reinforce connections to existing micromobility facilities.	0 - The investment does not complement any nearby bicycle facilities. 2 - The investment complements an existing low to moderate utility link for biking. 4 - The investment complements an existing moderate to high utility link for biking, or a physically separated and safe pathway for all users (ex: shared use path, rail trail).	4
Climate Change Mitigation		18
Performance Management		
The project application includes a budget worksheet that outlines the sources and uses of the project.	Disqualifying - No budget worksheet is attached. 0 - A budget sheet is included, but the costs associated are unrealistic. 3 - The budget sheet is attached, and the applicant describes the expenses, including the rationale behind the selected unit type.	3
The project proponent broadly outlines expected activities necessary for asset maintenance.	0 - No description of maintenance activities are provided. 3 - An anticipated maintenance schedule is provided.	2
The project proponent describes interest in or the potential for future upgrades to the bicycle facility	0 - No further upgrades are planned for the bike lanes after installation. 1 - The applicant describes an interest in future upgrades to the bicycle lanes. 2 - The applicant describes interest in and a plan for implementing upgrades to bicycle lanes in the future. 3 - The applicant provides a descriptive plan for implementing further upgrades to the facility, including additional actions to date.	3
The projected volumes for the bicycle lanes are sound.	0 - The applicant does not describe how demand was estimated. 2 - The process for estimating demand for the bicycle lanes is vague. 4 - The demand estimates for the bicycle lanes are sound.	4
Performance Management		12
Total Score		**100**

Table A-11
FFYs 2025–29 TIP Community Connections Program Project Evaluation Criteria: Bikeshare Support

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
Work locations are near to existing areas of concentrated development or public spaces.	0 - The proposed work locations are not near to a moderate density of residential housing, commercial businesses, or public facilities. 1 - The proposed work locations are near to some mid-density residential, commercial, or mixed use developments, or public facilities/open space. 2 - The proposed work locations are near to mid-high density residential, commercial, or mixed use developments, or public facilities/open space. 3 - The proposed work locations are near to a combination of mid-high density residential, commercial, or mixed use developments and public facilities and open space.	3
Work locations are near to planned developments or public spaces.	0 - No planned developments or public realm improvements are sited near the work locations. 1 - Proposed developments in the project area are limited. 2 - Numerous developments are proposed at or near work locations for the project, and include enabling land uses. 3 - All work locations are near to areas of planned development, and the types of development are supportive to demand for micromobility. Alternatively, full credit may also be earned if some of the work locations are near designated areas for Transit Oriented Development, including zones for compliance with Section 3A of the Massachusetts Zoning Act.	3
Work locations for the project are situated near to transit facilities.	0 - Proposed work locations are not located near transit stations. 1 - At least one of the proposed work locations is within 300 feet of a transit facility. 2 - At least one of the proposed work locations is sited directly at or on a transit facility. 3 - At least one of the proposed work locations is sited directly at or on a transit facility, and the RTA/owner of the facility has provided written support for the project.	3
Work locations for the project complement transit operating routes.	0 - Proposed work locations are not near transit routes. 1 - Only one work location in the project is located near a transit route with limited accessibility or utility to and from that point. 2 - One work location in the project is located near a major transit route, but the location provides some utility to and from that point. Or, more than one work location is near a transit route, but the locations are not well connected to one another. 3 - The proposed work locations effectively mirror one or more transit routes, and improve accessibility to and from that route.	3
The work location or locations are safely accessible by walking.	0 - Proposed work locations are not near safe pedestrian infrastructure, such as sidewalks and crosswalks. 1 - Less than half of proposed work locations are near safe pedestrian infrastructure. 2 - More than half of proposed work locations are near safe pedestrian infrastructure. 3 - All work locations are near safe, pedestrian-accessible sites that include signalized crosswalks and continuous sidewalks.	3
The work location or locations are near to safe bicycle-supportive infrastructure.	0 - Proposed work locations are not near safe bicycle infrastructure. 1 - Most proposed work locations are near bicycle infrastructure that does not provide physical separation for users. 2 - Most proposed work locations are near bicycle infrastructure that provides some on-road separation for users. 3 - Most or all work locations are near bicycle infrastructure that provides full physical separation, including vertical or horizontal separation, for users.	3
Connectivity Score		18
Regional and Interlocal Coordination		
Project demonstrates collaboration between multiple entities within the municipality or municipalities.	0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process. 2 - The municipality or municipalities have engaged entities within their communities for the purpose of implementing the proposed improvements, specifically entities responsible for ensuring the continuing operations of the project (ROW, local operating costs, etc.) 3 - The project is a joint effort between one or more municipalities (minimum score for joint applications). 4 - The municipality or municipalities have engaged stakeholders in their communities for the purpose of soliciting feedback to improve the planning and prioritization of the project, in addition to securing any local support for ROW. 6 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level, including direct involvement from community based organizations to help shape the scope of the project.	6
The project demonstrates collaboration between multiple municipalities.	Project demonstrates collaboration between multiple municipalities. 0 - No direct support from other municipalities is provided. 2 - The application refers to the Bluebikes Council as providing support, but there is no written documentation. 4 - The project has the written approval of the Bluebikes Council, or letters of support from neighboring communities, or involves work spread across multiple municipalities.	4
Project demonstrates collaboration across multiple sectors	Project demonstrates collaboration across multiple sectors 0 - No direct support from private entities is listed, or the applicant refers to private collaboration that is within the existing scope of the Bluebikes contract (ex: vendor, sponsorships) 2 - The project proponent coordinated with the private sector in the development of the project beyond the private stakeholders already involved in the Bluebikes contract. 4 - The project includes extensive cooperation with the private sector, including the direct contribution of local, private funding from local businesses, fundraising, etc.	4
Project collaborators submit letters of support to MPO	0 - The applicant has not attached letters of support. 2 - Letters of support are attached to demonstrate fulfillment of the above criteria.	2
Coordination Score		16

Scoring Criteria		Max Points
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	0 - The project is not included in any local plans or studies. 2 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents. 4 - The project is thematically consistent with the contents of a local plan or study, and those documents are cited by the applicant. 6 - The project is explicitly called for in the contents of a local plan or study.	6
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	0 - The project is not included in any regional plans or studies. 2 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents. 4 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body. 6 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.	6
Project is included in statewide plans or studies	0 - The project is not included in any statewide plans or studies. 2 - The project is included in a statewide planning document, but is not cited by the applicant. 4 - The project is included in a statewide planning document cited by the applicant.	4
Project acts as an 'anchor' for development of a sustainable bicycle network.	Project acts as an 'anchor' for development of a sustainable bikeshare network. 0 - For expansion projects, the project does not expand into an area of at least low-moderate utility, or is located in an area saturated with bikeshare. For repair projects, the project does not address an asset nearing the end of its useful life in a priority location, or in a location of at least moderate utility. 1 - For expansion projects, the project expands into an area of low-moderate utility. For repair projects, the project addresses an asset nearing the end of its useful life in a location of at least moderate utility. 2 - For expansion projects, the project expands into an entirely new part of the Boston Region, or expands into an area ranging from moderate to high utility. Alternatively, the proposed expansion seeks to link together more 'disconnected' nexuses of stations back into the larger regional system For repair projects, the project addresses an asset nearing the end of its useful life in a high utility or critical area.	2
Plan Implementation Score		18
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.		
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	Project serves one or more transportation equity populations, as identified by the Boston Region MPO Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.	18

Equity Score Look-up Table:

If the sum of the Indices Greater than…	…And Less Than…	The Project Score is…	
1	00.99	6	35.99
11	610.99	16	915.99
21	1220.99	27	18

The project expands or maintains direct access to a safe bicycle facility. The bikeshare model supports access to these facilities for individuals who do not own a private bicycle.	0 - Work locations for the project are not near to a safe bicycle facility. 1 - Work locations for the project are near to a safe bicycle facility.	1
The project incorporates pedal-assist or fully electric bikes in an area with a high share of older adults.	0 - The project does not incorporate any pedal-assist or fully electric bikes. 1 - The project incorporates pedal-assist or fully electric bikes.	1
Transportation Equity Score		20
Climate Change Mitigation		
For expansion projects, to what extent does the expanded service encourage new trips that would otherwise be taken by an automobile? For repair/replacement projects, how many trips does the existing service support?	0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. For station repair/replacement projects, the applicant does not provide data for existing ridership at the involved stations. 2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. For station repair/replacement projects, the stations being replaced are of moderate utility and consistent ridership levels. 3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). For station repair/replacement projects, the stations being replaced are of significant utility with strong ridership levels, and are first priority investments. 4 - The project performs all work necessary for 3 above, and does so in an area with disproportionate air quality burden.	4

Scoring Criteria		Max Points
Estimates for project demand are realistic and grounded in thorough analysis.	0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained. 2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips. 4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.	4
The bikeshare investment is complementary to an ongoing or planned surface transportation investment.	0 - The investment does not complement any planned or nearby projects. 2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited. 4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure. 6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path.	6
The bikeshare investment expands access to an existing surface transportation facility.	0 - The investment does not complement any nearby bicycle facilities. 1 - The investment complements an existing low to moderate utility link for biking. 2 - The investment complements an existing moderate to high utility link for biking, or a physically separated and safe pathway for all users (ex: shared use path, rail trail).	2
The investment incorporates improvements for bikeshare electrification.	0 - The investment does not incorporate or support current and future electrification of the bikeshare facility (or facilities). 1 - The investment incorporates electrification of the bikeshare fleet, but not for the facility itself. 2 - The investment incorporates electrification for the bikeshare facility.	2
Climate Change Mitigation		18
Performance Management		
The project proponent broadly outlines expected activities necessary for asset maintenance.	-3 - No sources of potential operating costs are provided. 0 - Sources of funding for operating costs are indicated, but are vague. 2 - Sources of funding for operating costs are indicated and seem secure. 3 - The proponent identifies sources of funding for operating costs that are secure and innovative in some manner.	3
The project proponent outlines expected sources of funding to support the maintenance or replacement of the asset. In the case of Bikeshare projects seeking capital support for station repair or replacement, the project proponent outlines their plan for keeping the asset in a state of good repair.	0 - The applicant does not describe the sources of funding necessary for long term maintenance of the asset, or describe any plan to maintain the asset. 1 - The applicant describes how they intend to maintain the asset, but does not indicate sources of funding for maintenance. Alternatively, the source of maintenance funding described is from other state or Boston Region MPO programs that have a local match requirement (which is not indicated). 2 - The applicant describes a plan to maintain the asset and identifies sources of funding to do so to some detail. 3 - The applicant thoroughly details a plan to maintain and continue to fund the maintenance of assets included in the proposed project.	3
Project application includes completed budget worksheet that demonstrates financial viability of project	Disqualifying - No budget worksheet is attached. 0 - The project application includes a budget worksheet, but it is missing information or does not demonstrate the financial viability of the project. 2 - The project application includes a complete budget worksheet, but some concerns around the financial viability and sustainability of the project remain. 4 - Pursuant to the above criteria, the budget worksheet demonstrates the near term and long term fiscal viability and sustainability of the project.	4
Performance Management		10
Total Score		**100**

Table A-12
FFYs 2025–29 TIP Community Connections Program Project Evaluation Criteria: Microtransit Pilots

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
The project connects to existing residential, commercial, or mixed use developments.	0 - The project does not connect to any current residential, commercial, or mixed use developments. 1 - The project primarily connects to low to medium density residential, commercial, or mixed use developments. 2 - The project primarily connects to high density residential, commercial, or mixed use developments. 3 - The project primarily connects to high density residential, commercial, or mixed use developments, and better integrates those developments into other non-SOV infrastructure options such as commuter rail stations, bike paths, etc.	3
The project connects to planned residential, commercial, or mixed use developments.	0 - The project does not connect to any planned or permitted residential, commercial, or mixed use developments. 1 - The project connects to some planned or permitted commercial or residential development, but the developments are limited in scope or low density. 2 - The project connects to numerous planned or permitted high density residential, commercial, or mixed use developments. 3 - The project connects to numerous planned or permitted high density residential, commercial, or mixed use developments, including zones included as part of compliance with Section 3A of the Massachusetts Zoning Act or 40B developments.	3
The project provides a connection to other transit facilities or routes, including but not limited to train stations, bus hubs and stops, or other shuttle services.	0 - The project does not primarily provide connections to other transit facilities or routes. 1 - The project provides some connections to low-frequency transit facilities or routes. 2 - The project provides some connections to moderate or high frequency transit facilities or routes. 3 - The project provides significant connections to moderate or high frequent transit facilities or routes, and the design or schedule of the project complements the schedules of those alternate transit services. The project proponent is directly collaborating with other transit providers as part of this effort.	3
The project deliberately creates connections to safe and accessible facilities for walking and biking.	0 - The project does not provide for connections to safe and accessible facilities for walking and biking. 1 - The project provides for connections to facilities for walking and biking, but these connections are either incidental (included in the service area for a demand-response service) or are not high-utility corridors. 2 - The project deliberately provides for connections to facilities for walking and biking, and some of the included facilities are on high-utility corridors. 3 - The project deliberately provides for numerous connections to safe and accessible walking and biking facilities, many of which are on high utility corridors. Recreational trails may also be included in the project area.	3
The project increases access to open space or other natural / recreation sites.	0 - The project does not provide for any access to open space or natural sites. 1 - The project is a demand response service that provides for access to open space or natural sites within the service area. 2 - The project is a fixed route service with connections near to open space or other recreation / natural sites. 3 - The project is a demand response or fixed route service with deliberate, priority connections to and from open space and other natural or recreation sites, with the service model intentionally aiming to increase access to those areas.	3
The proposed hours of and times of service support a variety of potential use cases.	0 - The applicant does not provide an explanation as to why their times of service were selected. 1 - The applicant provides hours and times of service, but their explanation regarding why these times were selected are vague or largely relate to fiscal and personnel constraints. 2 - The applicant provides hours and times of service with an explanation as to how the model suits the needs of a diverse array of potential users. 3 - The applicant provides an explanation of why the hours and times of service were selected, how its operations supports the needs of a diverse array of potential users, and explains the conditions under which they may expand service offerings.	3
The project expands upon an existing service or service delivery model within the Commonwealth.	0 - The project is entirely novel, and does not build upon an existing service or leverage a service delivery model implemented within the Commonwealth. 1 - The project expands the hours of service or area of service within a single municipality. 2 - The project expands the hours of service or area of service across multiple municipalities, including adding a new municipality to the service area.	2
Connectivity Score		20
Regional and Interlocal Coordination		
Project demonstrates collaboration between multiple entities	0 - The project applicant is the sole entity involved in the project. 1 - The project applicant and the operator are the only entities involved in the project. 2 - The project applicant and operator are the only entities involved in the project, but the project includes robust public outreach. 3 - The project applicant is partnering with one or more municipalities in administering the service, including providing service to adjacent municipalities, but the applicant performs most of the work. 4 - Multiple municipalities are involved in overseeing the project in tandem with the operator. 5 - The project has multiple municipalities taking an active role in administering the service in addition to a diverse array of other project partners.	5
Project demonstrates collaboration across multiple sectors	0 - The project does not demonstrate collaboration across multiple sectors. 1 - The project demonstrates some collaboration between the public and private sector in the form of letters of support, or connections to private employers. 2 - The project demonstrates moderate collaboration between the public and private sector, with private sector stakeholders involved in some supporting functions. 3 - The project demonstrates significant collaboration between the public and private sector, with private sector stakeholders making a significant financial or in-kind contribution to support the financial sustainability of the project.	3

Scoring Criteria		Max Points
Project collaborators submit letters of support to MPO	0 - No letters of support have been provided by the applicant. 1 - The applicant provides letters of support, but the letters only include support from municipal entities. 2 - The applicant provides letters of support, including letters from a variety of non-governmental and/or community based organizations.	2
The Regional Transit Authority (RTA), including the MBTA, that provides service to or near the municipality or municipalities involved in the proposed service has been made aware of the application by the applicant.	0 - The applicant has not discussed their proposed service with their local RTA or RTAs. 1 - The applicant has discussed their proposed service with their local RTA or RTAs. If the applicant is an RTA, it has discussed the proposed service with MassDOT's Rail and Transit Division (RTD). 2 - The applicant has discussed their proposed service with their local RTA or RTAs, and the RTA has provided written support for the project. If the applicant is an RTA, MassDOT Rail and Transit Division (RTD) is aware of and has provided written support for the project.	2
The project is included in statewide or regional plans and/or studies, including the Boston Region MPO's Coordinated Public Transit-Human Services Transportation Plan (CPTHST)	0 - The applicant does not cite, or the project is not consistent with the themes or explicit needs identified in any statewide or regional planning documents or studies. 3 - The project is consistent with the broad themes or recommendations laid out for the municipality or region in the CPTHST. 6 - The project is explicitly called for in a statewide, regional, or municipal planning document, or is the direct result of a study conducted by an independent federal, state, or regional entity.	6
Coordination Score		18
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.		
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	Project serves one or more transportation equity populations, as identified by the Boston Region MPO Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.	20

Equity Score Look-up Table:

If the sum of the Indices Greater than…	…And Less Than…	The Project Score is…	0
1	00.99	6	35.99
11	610.99	16	915.99
21	1220.99	27	18

The project supports a fare structure that does not hinder access from disadvantaged groups.	0 - The proposed service operates on a uniform fare structure. 1 - The proposed service subsidizes fares for disadvantaged groups, including means-based fares and fare-free service for seniors and persons with disabilities. 2 - The proposed service is entirely fare-free.	1
The project prioritizes service to disadvantaged groups or areas.	0 - The project does not prioritize service to disadvantaged groups or areas, and the applicant does not offer any information as to how they would provide services to a person with disabilities. 1 - The project serves all individuals regardless of ability, but there are restrictions in terms of eligibility (ex: residence) 2 - The project effectively prioritizes service for disadvantaged groups or areas and balances the needs of other users as well. The service is accessible to and may be used by all.	1
Transportation Equity Score		24
Climate Change Mitigation		
Is the proposed service an effective substitute for current trips conducted by private single occupancy vehicles?	Disqualifying: The project is not anticipated to have any significant impact on encouraging shifts from single occupancy vehicles to the proposed service. 1 - According to the figures provided by the applicant, the project is anticipated to have a small impact on encouraging shifts from single occupancy vehicles. 2- The project is anticipated to have a small impact on directly encouraging shifts from single occupancy vehicle, but is also complementary to other alternative modes of transportation (transit facilities, active transportation, etc.) 3 - The project is expected to have an at least moderate impact in encouraging shifts from single occupancy vehicle trips. 4 - The project is expected to have a moderate impact in encouraging shifts from single occupancy vehicles, and reinforces or expands access to additional alternative modes of transportation (transit facilities, active transportation, etc.)	4
Does the proposed service create new connections or trips that could not otherwise be fulfilled without an automobile?	0 - The project is redundant to existing transit services in the project area, and the applicant has not sufficiently detailed how their service is meant to be complementary to it. 1 - The service creates new connections, but the efficacy of the service in substituting automobile trips is unclear. 2 - The project is complementary to existing transit services in the project area, specifically services that may have gaps in times of service, capacity to serve, or headways. 3 - The project creates entirely new connections in areas not otherwise served by a regional transit authority or other transit operator with a moderate likelihood of substitution. 4 - The project creates entirely new connections in areas not otherwise directly served by a regional transit authority or other transit operator, and these connections include other intermodal facilities (Commuter Rail stations, trails, etc.)	4

Scoring Criteria		Max Points
Does the proposed service operate with low or no emission vehicles?	0 - The project utilizes standard internal combustion engine vehicles for its fleet. 4 - The project utilizes low emission fuel source vehicles, including diesel electric hybrids or compressed natural gas (CNG). 5 - The project utilizes fully electric vehicles. 6 - The project utilizes fully electric vehicles, and planned or existing charging facilities utilize renewable energy sources.	6
What is the expected amount of time spent operating the vehicle for non-revenue hours, or "dead-heading" between trips in the case of demand response service?	0 - The applicant does not estimate the amount of non-revenue hours of operation for the service or provide dead-head estimates. Dead-head estimates, if provided, represent a sizable component of operating time and the vehicles used are not low/no emission vehicles. 2 - The proposed project has minimal dead-head zones. For fixed-route service, minimal time is spent moving vehicles between motor pools or staging areas towards the route. For demand response services, ridership levels and operating strategies or technologies minimize downtime between trips. 4 - The proposed project has minimal dead-head zones. For fixed-route service, minimal time is spent moving vehicles between motor pools or staging areas towards the route, and the vehicles involved are low/no emission. For demand response services, ridership levels and operating strategies or technologies minimize downtime between trips while also operating electric vehicles.	4
Is the average driving miles per passenger trip significantly different than if the trip was conducted with a single-occupancy vehicle?	Disqualifying - The average driving miles per passenger trip with a non low/zero emission vehicle are equal to or greater than the mileage for a typical SOV trip. 0 - The average driving miles per passenger trip are not significantly different from conducting the trip with a SOV, but the vehicle used is a low/no emissions vehicle. 2 - The average driving miles per passenger trip are significantly different from conducting the trip with an SOV.	2
Climate Change Mitigation		20
Performance Management		
The project application includes a budget sheet that lays out the anticipated sources and uses of operating funding for at least the first three years of the project.	Disqualifying: no budget sheet is provided. 0: A budget sheet is provided, but the funding requests are not broken out by year or the estimates provided are unrealistic/flawed. 2: A budget sheet is provided with funding sources and uses laid out for each year in the period of performance. The expected expenditures and revenues are reasonable. 4: A budget sheet is provided with funding sources and uses laid out for each year in the period of performance, in addition to potential alternative sources of funding. The applicant has identified how they may pursue funding to continue the operations of the shuttle(s), if successful, following the three-year pilot period. The expected revenues and expenditures laid out in the sheet are thoroughly defensible.	4
Project demand estimate is realistic and grounded in thorough analysis	Disqualified: The applicant does not provide a project demand estimate, or an estimate is provided but lacks any explanation of the methodology used to achieve that estimate. 0: The applicant provides a demand estimate and means of estimation, but the estimate lacks sufficient supporting information to justify the estimate. If the applicant does not provide a follow-up response with sufficient information, they may be disqualified. 5: The applicant provides a demand estimate, a means of estimation, and supporting information that justifies the estimate to an acceptable extent. 10: The applicant provides a comprehensive analysis of their estimated demand, explains their methodology, and/or has utilized technical assistance from the Boston Region MPO, MassDOT, or a similar third-party to set their ridership targets.	10
The applicant lists their performance measures and the intervals at which they evaluate their success against those metrics.	0 - The applicant does not provide any performance measures, or is vague in their description of how those measures are to be evaluated. 2 - The performance of the proposed shuttle is evaluated against the minimum necessary parameters for the shuttle service, including average daily passenger trips, number of unique riders, total number of trips, and spending to date at monthly intervals. The monthly reporting also includes the aforementioned information at a total level for the month. Demand response services provide passenger trip time for a given month. 4 - The monthly reporting listed above will be utilized to evaluate, in a qualitative fashion, whether or not the data gathered is expected to remain steady or change in the future. The project proponent also intends to survey riders with questions including how riders would have made their trip without the service, the number of times a given rider uses the service at a weekly or monthly interval, the number of passengers that have a private vehicle available, and the purposes of that passenger trip. 6 - The project proponent exceeds the minimum requirements set in the previous thresholds for performance evaluation, reporting, and passenger surveys, and is proposing the employment of innovative strategies or technologies to gather and analyze this data. The proponent may also achieve this parameter if they are pursuing a robust community engagement strategy that emphasizes regional connections, including engaging adjacent municipalities.	6
Performance Management		20
Total Score		**100**

Table A-13
FFYs 2025–29 TIP Community Connections Program Project Evaluation Criteria: Wayfinding Signage

Scoring Criteria		Max Points
Connectivity: Improve first- and last-mile connections to key destinations.		
Project sites serve areas of concentrated development.	0 - The proposed work locations are not near to a moderate density of residential housing, commercial businesses, or public facilities. 2 - The proposed work locations are near to mid-high density residential, commercial, or mixed use developments, or public facilities/open space. 4 - The proposed work locations are near to a combination of mid-high density residential, commercial, or mixed use developments.	4
Project sites are near to planned developments.	0 - No planned developments or public realm improvements are sited near the work locations. 2 - Developments are proposed at or near work locations for the project, and include enabling land uses. 4 - Project sites are near to areas of planned development. Alternatively, full credit may also be earned if some of the work locations are near designated areas for Transit Oriented Development, including zones for compliance with Section 3A of the Massachusetts Zoning Act.	4
Project sites support navigation towards public facilities or community assets, including open space.	0 - The project does not support navigation to and from public facilities or open spaces. 1 - The project indirectly supports navigation to and from public facilities or open spaces. 2 - The signage explicitly highlights public points of interest and provides information on how to access the area.	2
Project sites are situated near to transit facilities.	0 - Proposed work locations are not located near transit stations. 1 - At least one of the proposed work locations is within 300 feet of a transit facility. 2 - At least one of the proposed work locations is sited directly at or on a transit facility. 3 - At least one of the proposed work locations is sited directly at or on a transit facility, and the transit operator has provided a letter of support for the project.	3
Project sites support the identification of and navigation towards transit facilities.	0 - Proposed work locations are not near transit routes. 1 - The signage indirectly supports access near transit routes or facilities, but these are not highlighted on the signs. 2 - The proposed signage highlights locations of transit facilities. 3 - The proposed signage highlights the presence of transit service in the area, and provides detail on other service features such as headways, hours of operation, etc.	3
Project sites support the identification of and navigation towards safe facilities for pedestrians.	0 - Proposed work locations are not near safe pedestrian infrastructure, such as sidewalks and crosswalks. 1 - Less than half of proposed work locations are near safe pedestrian infrastructure. 2 - More than half of proposed work locations are near safe pedestrian infrastructure. 3 - All work locations are near safe, pedestrian-accessible sites that include signalized crosswalks and continuous sidewalks.	3
Project sites support the identification of and navigation towards safe facilities for bicycles.	0 - Proposed work locations are not near safe bicycle infrastructure. 1 - The proposed signage provides indirect benefits for cyclists, but does not highlight any specific routes. 2 - The signage highlights and supports a single bicycle facility. 3 - The proposed signage supports a connected bicycle network, including the identification of connecting routes and trails.	3
Connectivity Score		22
Regional and Interlocal Coordination		
Project includes a substantial public engagement process.	0 - The municipality or municipalities applying for the project are the primary stakeholders in the project development process. 1 - The municipality or municipalities have engaged their communities for the purpose of implementing the proposed improvements (ROW, local operating costs, etc.) 2 - The municipality or municipalities have held public meetings on the proposed project, in addition to the above. 3 - The municipality or municipalities have engaged stakeholders in their communities for the purpose of soliciting feedback to improve the planning and prioritization of the project, in addition to the above. 4 - The project involves a rigorous public engagement process that addresses multiple public and private groups at the local level. The public engagement process specifically led to the identification of sites included in the project.	4
Project demonstrates collaboration between different components of the municipality for site prioritization.	0 - The applicant is not working with other business units within the municipality as part of the project. 1 - The applicant has received support from elected officials within the municipality for the project beyond the budget process. 2 - In addition to the above, the selection of sites as part of the project was performed in consultation with other municipal units, including for example school committees, Councils on Aging, Parks Departments, etc.	2
Project demonstrates collaboration between multiple municipalities.	0 - No direct support from other municipalities is provided. 1 - The applicant is a regional organization providing bicycle parking for one or more municipalities. 2 - The project involves collaboration between one or more municipalities.	2
Project demonstrates collaboration with other state or federal agencies.	0 - The project does not involve any direct coordination with state or federal agencies beyond that related to the TIP process. 1 - The project involves a state or federal facility, and support for the applicant to improve that facility has been provided by the facility owner. The owner is not otherwise involved in the project. 2 - The project is a direct partnership between a municipality and a state or federal agency, which may be demonstrated through providing signage to and from State/National Parks, publicly-accessible state/federal buildings (including universities), or other facilities.	2
Project demonstrates collaboration across multiple sectors.	0 - No direct support from private entities is listed. 2 - The project proponent coordinated with the private sector in the development of the project as part of selecting site areas. 4 - The project includes extensive support between the public and private sectors, including private funding contributions.	4

Scoring Criteria		Max Points
Project collaborators submit letters of support to MPO.	0 - The applicant has not attached letters of support. 2 - Letters of support are attached to demonstrate fulfillment of the above criteria.	2
Coordination Score		16
Plan Implementation: Support local, regional, and statewide planning efforts.		
Project is included in local plans or studies	0 - The project is not included in any local plans or studies. 1 - The project is thematically consistent with the contents of a local plan or study, but the applicant does not cite those documents. 2 - The project is thematically consist with the contents of a local plan or study, as cited by the applicant. 3 - The project is explicitly called for in the contents of a local plan or study.	3
Project is included in local economic development plans or strategies.	0 - The project does not support any local economic developments. 1 - The project indirectly supports local economic development strategies. 2 - The project directly supports local economic development strategies, including improving access to specific planned sites or destinations. 3 - The project highlights key areas and destinations for travel, and is consistent with a broader strategy for economic development in the community.	3
Project is included in regional plans or studies, including those created by the Boston Region MPO and Metropolitan Area Planning Council	0 - The project is not included in any regional plans or studies. 1 - The project is thematically consistent with the contents of a regional plan or study, but the applicant does not cite those documents. 2 - The project is thematically consistent with the contents of a regional plan or study, and the applicant cites those documents. Alternatively, the applicant developed this project or identified the need being addressed by the project through direct consultation with MAPC or a similar body. 3 - The project is explicitly called for in the contents of a regional plan or study, or is located at a regionally significant junction for the Bluebikes network as identified by MAPC or a similar entity.	3
Project is included in statewide plans or studies	0 - The project is not included in or consistent with any statewide plans or studies. 1 - The project is supportive of a statewide study, such as a vulnerable road user safety assessment, but this is not cited by the applicant. 2 - The project is supportive of a statewide study, but locations are not in priority corridors highlighted by that study. 3 - The applicant is leveraging a state study or plan to guide this investment, and investments are being made in key priority areas as determined by the study.	3
Project supports the development of a connected multimodal transportation network.	0 - The project primarily installs signage in seemingly disconnected areas for a single mode. 1 - The project installs signage to support connections for a single mode. 2 - The project installs signage that supports connections to and from multiple transportation modes.	2
Plan Implementation Score		14
Transportation Equity: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.		
Project serves one or more transportation equity populations, as identified by the Boston Region MPO	Project serves one or more transportation equity populations, as identified by the Boston Region MPO Each population's index scores are based on the percent of the population group within the service area relative to the MPO regional average. For example, the higher percentage, the higher the index.	20

Equity Score Look-up Table:

If the sum of the Indices Greater than…	…And Less Than…	The Project Score is…	0
1	00.99	6	35.99
11	610.99	16	915.99
21	1220.99	27	18

Transportation Equity Score		20
Climate Change Mitigation		
To what extent do these lanes encourage new trips, or shift existing trips that would otherwise be taken by an automobile?	0 - The extent to which the project creates new trips is unclear or lacks sufficient supporting information. 2 - The project creates a moderate number of new trips that would otherwise be taken by an automobile. 3 - The project creates a large number of new trips that would otherwise be taken by an automobile, or increases the accessibility of an alternative transportation mode/route (ex: existing trails, routes parallel to transit operations). 4 - Pursuant to 3 above, but does so in area with disproportionate air quality burden.	4
Estimates for traffic volumes through the corridor are realistic and grounded in thorough analysis.	0 - Future demand projections do not seem realistic, or the methodology as to how they were calculated is not explained. 2 - Future demand projections seem reasonable and support the above argument for substituting single occupancy vehicle trips. 4 - The applicant has provided realistic demand projections and accounted for possible variations in demand (seasonal variation, new enabling infrastructure, etc.) in their estimate.	4
The wayfinding signage is complementary to an ongoing or planned surface transportation investment.	0 - The investment does not complement any planned or nearby projects. 2 - The investment is somewhat related to a planned or nearby project, but the connection between the two is limited. 4 - The investment is related to a planned or nearby project that offers some bike-supportive infrastructure. 6 - The investment is directly and deliberately related to a planned or nearby project that offers safe and accessible bike-supportive infrastructure, such as a shared-use-path.	6

Scoring Criteria		Max Points
The wayfinding signage reinforces access to or informs users about an existing surface transportation facility.	0 - The investment does not complement any nearby active transportation or transit facilities. 2 - The investment complements an existing low to moderate utility link for active transportation or transit. 4 - The investment complements an existing moderate to high utility link for active transportation, including physically separated and safe pathway for all users (ex: shared use path, rail trail). Or, the investment directly highlights a transit route.	4
Climate Change Mitigation		18
Performance Management		
The project application includes a budget worksheet that outlines the sources and uses of the project.	Disqualifying - No budget worksheet is attached. 0 - A budget sheet is included, but the costs associated are unrealistic. 3 - The budget sheet is attached, and the applicant describes the expenses, including the rationale behind the selected unit type.	3
The project proponent broadly outlines expected activities necessary for asset maintenance.	0 - No description of maintenance activities are provided. 3 - An anticipated maintenance schedule is provided.	3
The estimates for average daily users for the facilities are grounded in thorough analysis.	0 - The applicant does not describe how demand was estimated. 2 - The process for estimating traffic counts is vague. 4 - The estimates of traffic counts are sound.	4
Performance Management		10
Total Score		**100**

5407
CSX
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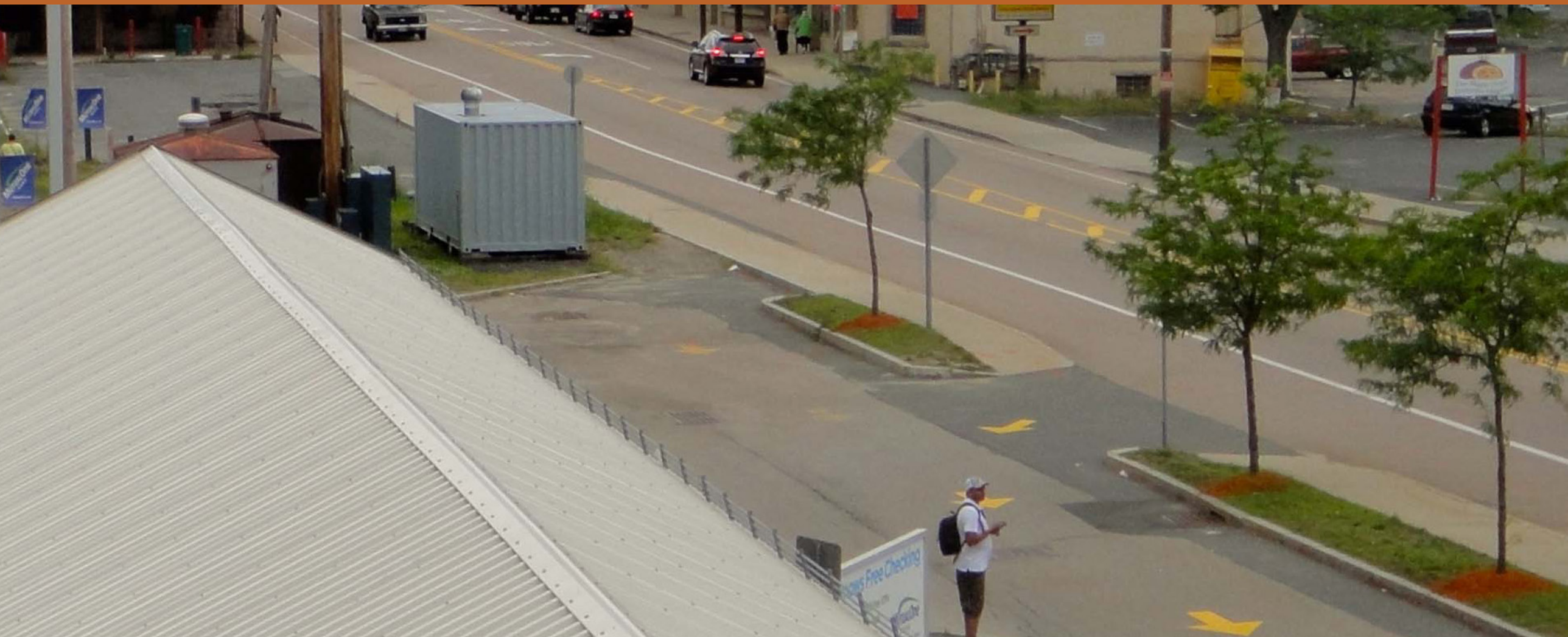
5407

Appendix B

Greenhouse Gas Monitoring and Evaluation



BACKGROUND

The Global Warming Solutions Act of 2008 (GWSA) required statewide reductions in greenhouse gas (GHG) emissions of 25 percent below 1990 levels by the year 2020, and 80 percent below 1990 levels by 2050. As part of the GWSA, the Executive Office of Energy and Environmental Affairs (EOEEA) released the Massachusetts Clean Energy and Climate Plan for 2025 and 2030 (CECP) in June 2022, which outlines programs to attain GHG emissions reduction goals—including an 18 percent reduction attributed to the transportation sector by 2025 and a 34 percent reduction by 2030. EOEEA released an updated CECP in December 2022, which specified an emissions reduction target of 86 percent by 2050 for the transportation sector.

The Commonwealth's 13 metropolitan planning organizations (MPOs) are integrally involved in achieving GHG emissions reductions mandated by the GWSA. MPOs work closely with the Massachusetts Department of Transportation (MassDOT) to develop common transportation goals, policies, and projects that will help to reduce GHG emissions levels statewide and meet the specific requirements of the GWSA and its requirements for the transportation sector, defined in state regulation 310 CMR 60.05. The purpose of this regulation is to assist the Commonwealth in achieving its adopted GHG emissions reduction goals by requiring the following:

- MassDOT must demonstrate that its GHG emissions reduction commitments and targets are being achieved.
- Each MPO must evaluate and track the GHG emissions and impacts of both its Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).
- Each MPO, in consultation with MassDOT, must develop and use procedures to prioritize and select projects for its LRTP and TIP based on factors that include GHG emissions and impacts.

The Commonwealth's MPOs are meeting the requirements of this regulation through the transportation goals and policies contained in their LRTPs, the major projects planned in their LRTPs, and the mix of new transportation projects that are programmed and implemented through their TIPs.

The GHG tracking and evaluation processes enable the MPOs and MassDOT to identify the anticipated GHG impacts of the planned and programmed projects, and to use GHG impacts as criteria to prioritize transportation projects. This approach is consistent with the GHG emissions reduction policies that promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle, and pedestrian investments, as well as policies that support smart growth development patterns by creating a balanced multimodal transportation system.

REGIONAL TRACKING AND EVALUATING LONG-RANGE TRANSPORTATION PLANS

MassDOT coordinated with the Boston Region MPO and other regional planning agencies to implement GHG tracking and to evaluate projects during the development of LRTPs starting in 2011. Working together, MassDOT and the MPOs have attained the following milestones:

- The MPOs completed modeling and developed long-range statewide projections for GHG emissions produced by the transportation sector. These results are in a supplement to the Boston Region MPO's LRTP, *Destination 2050*. The Boston Region MPO's travel demand model and the statewide travel demand model were used to project GHG emissions levels for 2019 No-Build (base conditions). These projections were developed as part of amendments to 310 CMR 60.05 (adopted in August 2017 by the Massachusetts Department of Environmental Protection) to demonstrate that aggregate transportation GHG emissions reported by MassDOT will meet established annual GHG emissions targets.
- All of the MPOs have discussed climate change, addressed GHG emissions reduction projections in their LRTPs, and prepared statements affirming their support for reducing GHG emissions as a regional goal.

TRACKING AND EVALUATING THE TRANSPORTATION IMPROVEMENT PROGRAM

In addition to monitoring the GHG impacts of larger-scale projects in the LRTP, it also is important to monitor and evaluate the GHG impacts of all transportation projects that are programmed in the TIP. The TIP includes both the larger, capacity-adding projects from the LRTP and smaller projects, which are not included in the LRTP but that may affect GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate the expected GHG impacts of different projects and to use this information as criteria to prioritize and program projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed approaches for identifying anticipated GHG emissions impacts of different types of projects. Since carbon dioxide (CO_2) is the largest component of GHG emissions overall and is the focus of regulation 310 CMR 60.05, CO_2 has been used to measure the GHG emissions impacts of transportation projects in the TIP and LRTP.

All TIP projects have been sorted into two categories for analysis: 1) projects with quantified CO_2 impacts, and 2) projects with assumed CO_2 impacts. Projects with quantified impacts consist of capacity-adding projects from the LRTP and projects from the TIP that underwent a Congestion Mitigation and Air Quality Improvement (CMAQ) program spreadsheet analysis. Projects with assumed impacts are those that would be expected to produce a minor decrease or increase in emissions, and those that would be assumed to have no CO_2 impact.

Travel Demand Model

Projects with quantified impacts include capacity-adding projects in the LRTP that were analyzed using the Boston Region MPO's travel demand model set. No independent calculations were done for these projects during the development of the TIP.

Off-Model Methods

MassDOT's Office of Transportation Planning provided spreadsheets that are used to determine projects' eligibility for funding through the CMAQ program. These spreadsheets contain emissions factors produced by the US Environmental Protection Agency's (EPA) MOtor Vehicle Emission Simulator (MOVES) model that are used to calculate emissions reduction as a result of mode shift to active or public transportation and/or reduction of single-occupancy vehicle trips. Typically, MPO staff uses data from projects' functional design reports, which are prepared at the 25-percent design phase, to conduct these calculations. Staff used these spreadsheets to calculate estimated projections of CO_2 for each project, in compliance with GWSA regulations. These estimates are shown in Tables B-1 and B-2. A note of "to be determined" is shown for those projects for which a functional design report was not yet available.

Table B-1
Greenhouse Gas Regional Highway Project Tracking: FFYs 2025-29 Programmed Projects

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
Federal Fiscal Year 2025				
606901	BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRAK	Qualitative		No assumed impact/negligible impact on emissions
607342	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) & CHICKATAWBUT ROAD	Quantified	1,148,459	Quantified Decrease in Emissions from Traffic Operational Improvement
608051	WILMINGTON- RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN C.L.	Quantified	492,167	Quantified Decrease in Emissions from Complete Streets Project
608067	WOBURN- BURLINGTON- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFORD ROAD AND SOUTH BEDFORD STREET	Quantified	168,263	Quantified Decrease in Emissions from Traffic Operational Improvement
608522	MIDDLETON- BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWICH RIVER	Qualitative		No assumed impact/negligible impact on emissions
608703	WILMINGTON- BRIDGE REPLACEMENT, W-38-029 (2KV), ST 129 LOWELL STREET OVER I 93	Qualitative		No assumed impact/negligible impact on emissions
608865	STONEHAM- WINCHESTER- DECK REPLACEMENT, S-27-008=W-40-030 (2M5), MARBLE STREET OVER I-93	Qualitative		No assumed impact/negligible impact on emissions
609516	BURLINGTON- IMPROVEMENTS AT I-95 (ROUTE 128)/ROUTE 3 INTERCHANGE	Qualitative		Qualitative Decrease in Emissions
609531	ARLINGTON- STRATTON SCHOOL IMPROVEMENTS (SRTS)	Qualitative		Qualitative Decrease in Emissions
610544	PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1	Quantified	24,423	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
610776	CAMBRIDGE- SUPERSTRUCTURE REPLACEMENT, C-01-031, US ROUTE 3/ ROUTE 16/ROUTE 2 OVER MBTA REDLINE	Qualitative		No assumed impact/negligible impact on emissions
612044	BROOKLINE- NEWTON- RESURFACING AND RELATED WORK ON ROUTE 9	Qualitative		Qualitative Decrease in Emissions
612073	SHARON- BRIDGE PRESERVATION OF S-09-015 AND S-09-016 ALONG THE I-95 CORRIDOR	Qualitative		No assumed impact/negligible impact on emissions
612094	CANTON- DEDHAM- WESTWOOD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95 AND I-93	Qualitative		Qualitative Decrease in Emissions
612173	BELLINGHAM- BRIDGE REPLACEMENT, B-06-022, MAPLE STREET OVER I-495	Qualitative		No assumed impact/negligible impact on emissions
613178	LEXINGTON- DECK REPLACEMENT, L-10-019 (2DW, 2DX), STATE ROUTE 2/ CONCORD TURNPIKE OVER PLEASANT STREET	Qualitative		No assumed impact/negligible impact on emissions

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
613181	BOSTON- NEWTON- BRIDGE PRESERVATION OF 3 BRIDGES ALONG STATE ROUTE 9/BOYLSTON STREET	Qualitative		No assumed impact/negligible impact on emissions
613209	BOSTON- BRIDGE PRESERVATION, B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 BRIDGES CARRYING STATE ROUTE 1A (EAST BOSTON EXPRESSWAY NB/SB) AND RAMPS	Qualitative		No assumed impact/negligible impact on emissions
613216	MARLBOROUGH- BRIDGE PRESERVATION, M-06-010, ELM STREET OVER I-495	Qualitative		No assumed impact/negligible impact on emissions
613357	CAMBRIDGE- SEPARATED BICYCLE LANE ON STEEL PLACE (MA272)	Qualitative		No assumed impact/negligible impact on emissions
613638	BOSTON- CLEANING & PAINTING, B-16-259, I-93 OVER MBTA/COLUMBIA ROAD/RED LINE/RELIEF	Qualitative		No assumed impact/negligible impact on emissions
86461	LINCOLN- BRIDGE REPLACEMENT, L-12-002, CONCORD ROAD (ROUTE 126) OVER MBTA	Qualitative		No assumed impact/negligible impact on emissions
S12697	PLEASANT STREET SHUTTLE SERVICE EXPANSION	Quantified	183,575	Quantified Decrease in Emissions from New/Additional Transit Service
S12699	STONEHAM SHUTTLE SERVICE	Quantified	41,707	Quantified Decrease in Emissions from New/Additional Transit Service
S12700	CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION – ROCKPORT AND LANESVILLE	Quantified	33,400	Quantified Decrease in Emissions from New/Additional Transit Service
S12701	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION - HUDSON AND MARLBOROUGH	Quantified	11,936	Quantified Decrease in Emissions from New/Additional Transit Service
S12703	MONTACHUSETT RTA MICROTRANSIT SERVICE – ON-DEMAND SERVICE FOR BOLTON, BOXBOROUGH, LITTLETON, STOW	Quantified	24,602	Quantified Decrease in Emissions from New/Additional Transit Service
S12819	JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	Qualitative		No assumed impact/negligible impact on emissions
S12907	FRAMINGHAM - CHRIS WALSH AQUEDUCT TRAIL CONNECTIVITY PROJECT (DESIGN EARMARK MA275)	Qualitative		No assumed impact/negligible impact on emissions
S12908	P# 611940: SOMERVILLE- BRIDGE REPLACEMENT, S-17-016 (3GF), WEBSTER AVENUE OVER MBTA & BMRR	Qualitative		No assumed impact/negligible impact on emissions
S12958	BOSTON- BLUEBIKES STATION REPLACEMENT AND ELECTRIFICATION, 12 STATIONS	Qualitative		Qualitative Decrease in Emissions
S12959	BOSTON- REPURPOSING SINGLE SPACE PARKING METER POLES FOR 1600 BICYCLE RACKS	Qualitative		Qualitative Decrease in Emissions
S12960	CAMBRIDGE- BLUEBIKES STATE OF GOOD REPAIR, 8 STATIONS AND 65 PEDAL BIKES	Qualitative		Qualitative Decrease in Emissions

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
S12961	BROOKLINE- BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES	Qualitative		Qualitative Decrease in Emissions
S12962	SOMERVILLE- BLUEBIKES STATE OF GOOD REPAIR, 3 STATIONS AND 62 PEDAL BIKES	Qualitative		Qualitative Decrease in Emissions
S12964	REVERE- BLUEBIKES EXPANSION TO NORTHERN STRAND (SALEM STREET AT NORTH MARSHALL STREET) AND GRISWOLD PARK	Quantified	1,518	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12965	ARLINGTON- INSTALLATION OF 123 BICYCLE RACKS AND RELATED MATERIALS	Qualitative		Qualitative Decrease in Emissions
S12966	MALDEN- CANAL STREET BICYCLE LANES	Quantified	33,312	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12967	SCITUATE- INSTALLATION OF 25 BICYCLE RACKS	Qualitative		Qualitative Decrease in Emissions
Federal Fiscal Year 2026				
604564	MAYNARD- BRIDGE REPLACEMENT, M-10-004, ROUTE 62 (MAIN STREET) OVER THE ASSABET RIVER	Qualitative		No assumed impact/negligible impact on emissions
605168	HINGHAM- IMPROVEMENTS ON ROUTE 3A, FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY, ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD	Quantified	284,736	Quantified Decrease in Emissions from Complete Streets Project
605857	NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET	Quantified	1,092,131	Quantified Decrease in Emissions from Traffic Operational Improvement
606449	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-008, FIRST STREET BRIDGE & C-01-040, LAND BOULEVARD/BROAD CANAL BRIDGE	Qualitative		No assumed impact/negligible impact on emissions
606453	BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET	Quantified	1,920,790	Quantified Decrease in Emissions from Traffic Operational Improvement
607684	BRAINTREE- BRIDGE REPLACEMENT, B-21-017, WASHINGTON STREET (ST 37) OVER MBTA/CSX RAILROAD	Qualitative		No assumed impact/negligible impact on emissions
608045	MILFORD- REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET	Quantified	-38,500	Qualitative Increase in Emissions
608197	BOSTON- BRIDGE REHABILITATION, B-16-107, CANTERBURY STREET OVER AMTRAK RAILROAD	Qualitative		No assumed impact/negligible impact on emissions
608940	WESTON- INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLESLEY STREET	Quantified	102,453	Quantified Decrease in Emissions from Traffic Operational Improvement

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
608952	CHELSEA- BRIDGE SUPERSTRUCTURE REPLACEMENT C-09-013, WASHINGTON AVENUE, CARTER STREET & COUNTY ROAD/ROUTE 1	Qualitative		No assumed impact/negligible impact on emissions
609399	RANDOLPH- RESURFACING AND RELATED WORK ON ROUTE 28	Qualitative		Qualitative Decrease in Emissions
609467	HAMILTON- IPSWICH- BRIDGE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER	Qualitative		No assumed impact/negligible impact on emissions
609532	CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE	Qualitative		Qualitative Decrease in Emissions
610537	BOSTON- ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)	Qualitative		Qualitative Decrease in Emissions
610680	NATICK- LAKE COCHITUATE PATH	Quantified	2,844	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
610782	DANVERS- MIDDLETON- BRIDGE REPLACEMENT, D-03-009=M-20-005, ANDOVER STREET (SR 114) OVER IPSWICH RIVER	Qualitative		No assumed impact/negligible impact on emissions
610823	QUINCY- INTERSECTION IMPROVEMENTS AT WILLARD STREET AND RICCIUTI DRIVE	Quantified	288,400	Quantified Decrease in Emissions from Traffic Operational Improvement
611954	BOSTON- GUIDE AND TRAFFIC SIGN REPLACEMENT ON I-90/I-93 WITHIN CENTRAL ARTERY/TUNNEL SYSTEM	Qualitative		No assumed impact/negligible impact on emissions
611974	MEDFORD- INTERSECTION IMPROVEMENTS AT MAIN STREET/SOUTH STREET, MAIN STREET/MYSTIC VALLEY PARKWAY RAMPS, AND MAIN STREET/MYSTIC AVENUE	Qualitative		Qualitative Decrease in Emissions
611982	MEDFORD- SHARED USE PATH CONNECTION AT THE ROUTE 28/ WELLINGTON UNDERPASS	Quantified	4,309	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
611997	NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative		Qualitative Decrease in Emissions
612001	MEDFORD- MILTON FULLER ROBERTS ELEMENTARY SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
612050	BRAINTREE- WEYMOUTH- RESURFACING AND RELATED WORK ON ROUTE 3	Qualitative		Qualitative Decrease in Emissions
612075	SALEM- BRIDGE REPLACEMENT, S-01-024, JEFFERSON AVENUE OVER PARALLEL STREET	Qualitative		No assumed impact/negligible impact on emissions
612178	NATICK- BRIDGE REPLACEMENT, N-03-010, SPEEN STREET OVER RR MBTA/ CSX	Qualitative		No assumed impact/negligible impact on emissions
612182	NEWTON- BRIDGE REPLACEMENT, N-12-040, BOYLSTON STREET OVER GREEN LINE D	Qualitative		No assumed impact/negligible impact on emissions

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
612184	REVERE- BRIDGE REPLACEMENT, R-05-015, REVERE BEACH PARKWAY OVER BROADWAY	Qualitative		No assumed impact/negligible impact on emissions
612496	SOMERVILLE- BRIDGE PRESERVATION, S-17-031, I-93 (NB & SB) FROM ROUTE 28 TO TEMPLE STREET (PHASE 2)	Qualitative		No assumed impact/negligible impact on emissions
612599	LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	Qualitative		No assumed impact/negligible impact on emissions
612804	DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)	Qualitative		Qualitative Decrease in Emissions
612884	CHELSEA- IMPROVEMENTS AT MARY C. BURKE ELEMENTARY (SRTS)	Qualitative		Qualitative Decrease in Emissions
613099	BOSTON- SLOPE STABILIZATION AND RELATED WORK ON I-93	Qualitative		No assumed impact/negligible impact on emissions
613182	MILFORD- BRIDGE PRESERVATION, M-21-022 (1UD, 1UE), I-495 OVER STATE ROUTE 109/MEDWAY ROAD	Qualitative		No assumed impact/negligible impact on emissions
613184	GLOUCESTER- BRIDGE PRESERVATION, G-05-017 (2U8), STATE ROUTE 128/ YANKEE DIVISION HIGHWAY OVER ANNISQUAM RIVER	Qualitative		No assumed impact/negligible impact on emissions
613274	FOXBORO- BRIDGE PRESERVATION AT 6 BRIDGES ALONG THE I-95 CORRIDOR	Qualitative		No assumed impact/negligible impact on emissions
613649	BRAINTREE- QUINCY- RANDOLPH- BRIDGE PRESERVATION, B-21-029, Q-01-046, AND R-01-009, BRIDGES OVER I-93 & STATE ROUTE 28	Qualitative		No assumed impact/negligible impact on emissions
613650	DEDHAM- BRIDGE PRESERVATION, D-05-002, GREENDALE AVENUE OVER CHARLES RIVER	Qualitative		No assumed impact/negligible impact on emissions
S12807	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2	Quantified	102,845	Quantified Decrease in Emissions from New/Additional Transit Service
S12904	FRAMINGHAM- CULVERT REPLACEMENT ON ROUTE 126 (HOLLIS STREET) OVER WAUSHAKUM POND BROOK	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2027				
605276	BEVERLY- SALEM- BRIDGE REPLACEMENT, B-11-005=S-01-013, KERNWOOD AVENUE OVER DANVERS RIVER AND B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE)	Qualitative		No assumed impact/negligible impact on emissions
607420	NATICK- SUPERSTRUCTURE REPLACEMENT, N-03-012, BODEN LANE OVER CSX/MBTA	Qualitative		No assumed impact/negligible impact on emissions
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	Quantified		RTP project included in the statewide model

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
608954	WESTON- RECONSTRUCTION ON ROUTE 30	Quantified	357,681	Quantified Decrease in Emissions from Complete Streets Project
609204	BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I)	Quantified	26,347	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
609252	LYNN- REHABILITATION OF ESSEX STREET	Quantified	411,006	Quantified Decrease in Emissions from Complete Streets Project
609257	EVERETT- RECONSTRUCTION OF BEACHAM STREET	Quantified	4,038	Quantified Decrease in Emissions from Complete Streets Project
609437	SALEM- PEABODY- BOSTON STREET IMPROVEMENTS	Quantified	58,773	Quantified Decrease in Emissions from Complete Streets Project
609527	READING- IMPROVEMENTS ON I-95	Qualitative		Qualitative Decrease in Emissions
610660	SUDBURY- WAYLAND- MASS CENTRAL RAIL TRAIL (MCRT)	Qualitative		Qualitative Decrease in Emissions
610662	WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE	Quantified	736,275	Quantified Decrease in Emissions from Traffic Operational Improvement
611983	CHELSEA- PARK STREET & PEARL STREET RECONSTRUCTION	Quantified	10,214	Quantified Decrease in Emissions from Complete Streets Project
612076	TOPSFIELD- BRIDGE REPLACEMENT, T-06-013, PERKINS ROW OVER MILE BROOK	Qualitative		No assumed impact/negligible impact on emissions
612099	ASHLAND- BRIDGE REPLACEMENT, A-14-006, CORDAVILLE ROAD OVER SUDBURY RIVER	Qualitative		No assumed impact/negligible impact on emissions
612100	REVERE- IMPROVEMENTS AT BEACHMONT VETERANS ELEMENTARY (SRTS)	Qualitative		Qualitative Decrease in Emissions
612196	BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUOT RIVER	Qualitative		No assumed impact/negligible impact on emissions
612499	MEDFORD- SOUTH MEDFORD CONNECTOR BIKE PATH	Qualitative		Qualitative Decrease in Emissions
612523	REVERE- STATE ROAD BEACHMONT CONNECTOR	Qualitative		Qualitative Decrease in Emissions
612613	NEWTON- INTERSECTION IMPROVEMENTS AT ROUTE 16 AND QUINOBEQUIN ROAD	Qualitative		Qualitative Decrease in Emissions
612816	BROOKLINE- IMPROVEMENTS AT WILLIAM H. LINCOLN SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
612889	SHARON- COTTAGE STREET SCHOOL IMPROVEMENTS (SRTS)	Qualitative		Qualitative Decrease in Emissions

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
612894	FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
612989	BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA	Qualitative		No assumed impact/negligible impact on emissions
613082	MEDFORD- WELLINGTON GREENWAY CONSTRUCTION (PHASE IV)	Qualitative		Qualitative Decrease in Emissions
613121	EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	Qualitative		No assumed impact/negligible impact on emissions
613154	WELLESLEY- DRAINAGE IMPROVEMENTS ALONG ROUTE 9 AND CULVERT REPLACEMENTS OVER BOULDER BROOK FOR FLOOD MITIGATION	Qualitative		No assumed impact/negligible impact on emissions
613275	BEVERLY- DANVERS- GLOUCESTER- BRIDGE PRESERVATION AT 5 BRIDGES CARRYING STATE ROUTE 128	Qualitative		No assumed impact/negligible impact on emissions
613318	BURLINGTON- WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
613343	FOXBOROUGH - INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
613382	DEDHAM- NEEDHAM- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
613468	NEWTON- IMPROVEMENTS AT PARKER STREET FOR THE OAK HILL MIDDLE SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
613477	HOLLISTON- LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
613564	READING- OAKLAND ROAD AT READING MEMORIAL HIGH SCHOOL AND COOLIDGE MIDDLE SCHOOL (SRTS)	Qualitative		Qualitative Decrease in Emissions
613646	WATERTOWN- BRIDGE PRESERVATION, W-10-003, STATE ROUTE 16/GALEN STREET OVER CHARLES RIVER	Qualitative		No assumed impact/negligible impact on emissions
S12963	CHELSEA-REVERE- REGIONAL ON-DEMAND MICROTRANSIT PILOT PROJECT	Quantified	4,055	Quantified Decrease in Emissions from New/Additional Transit Service
Federal Fiscal Year 2028				
605091	NATICK- BRIDGE PRESERVATION, N-03-032, N-03-033, N-03-034, N-03-035, RAMP A & B OVER ROUTE 9 & SPEEN STREET OVER RAMPS G & D	Qualitative		No assumed impact/negligible impact on emissions
605743	IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS	Quantified	4,356	Quantified Decrease in Emissions from Complete Streets Project

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
606728	BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS	Qualitative		No assumed impact/negligible impact on emissions
608052	NORWOOD- INTERSECTION & SIGNAL IMPROVEMENTS AT US 1 (PROVIDENCE HIGHWAY) & MORSE STREET	Qualitative		Qualitative Decrease in Emissions
608397	GLOUCESTER- BRIDGE RECONSTRUCTION, G-05-002, WESTERN AVENUE OVER BLYNMAN CANAL	Qualitative		No assumed impact/negligible impact on emissions
608436	ASHLAND- REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET	Qualitative		No assumed impact/negligible impact on emissions
610650	BOSTON- SAFETY IMPROVEMENTS ON GALLIVAN BOULEVARD (ROUTE 203), FROM WASHINGTON STREET TO GRANITE AVENUE	Qualitative		Qualitative Decrease in Emissions
610665	STONEHAM- INTERSECTION IMPROVEMENTS AT ROUTE 28 (MAIN STREET), NORTH BORDER ROAD AND SOUTH STREET	Qualitative		Qualitative Decrease in Emissions
610666	SWAMPSCOTT- RAIL TRAIL CONSTRUCTION	Quantified	138,430	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
610691	NATICK- COCHITUATE RAIL TRAIL EXTENSION, FROM MBTA STATION TO MECHANIC STREET	Quantified	13	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
611987	CAMBRIDGE- BRIDGE REPLACEMENT, C-01-026, MEMORIAL DRIVE OVER BROOKLINE STREET	Qualitative		No assumed impact/negligible impact on emissions
612519	BOSTON- BRIDGE REPLACEMENT, B-16-165, BLUE HILL AVENUE OVER RAILROAD	Qualitative		No assumed impact/negligible impact on emissions
612607	DANVERS- RAIL TRAIL WEST EXTENSION (PHASE 3)	Qualitative		Qualitative Decrease in Emissions
612616	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 138 AND BRADLEE ROAD	Qualitative		Qualitative Decrease in Emissions
613088	MALDEN- SPOT POND BROOK GREENWAY	Quantified	77,012	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
613125	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT OF BRIDGE B-16-051 (4T5), MASS AVENUE OVER I-90 & MBTA (STRUCTURE 54, MILE 132.84)	Qualitative		No assumed impact/negligible impact on emissions
613145	WAKEFIELD- COMPRHENSIVE DOWNTOWN TRANSPORTATION IMPROVEMENT PROJECT	Quantified	3,506	Quantified Decrease in Emissions from Complete Streets Project
613164	BOSTON- MILTON- NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER NEPONSET RIVER AT OSCEOLA STREET	Qualitative		Qualitative Decrease in Emissions
613166	ACTON- SAFETY IMPROVEMENTS AT ROUTE 2A/119 (GREAT ROAD)	Qualitative		No assumed impact/negligible impact on emissions

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
613276	READING- WILMINGTON- BRIDGE PRESERVATION, W-38-028 (2HR, 2HT) AND R-03-011 (2HK), I-93 (NB/SB) OVER MBTA/B&M RAILROAD AND I-95/STATE ROUTE 128	Qualitative		No assumed impact/negligible impact on emissions
613383	LYNNFIELD- WAKEFIELD- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
613639	FRAMINGHAM- RESURFACING AND RELATED WORK ON ROUTE 9	Qualitative		Qualitative Decrease in Emissions
613656	CAMBRIDGE- BRIDGE PRESERVATION, C-01-038, MEMORIAL DRIVE (EB) OVER CHARLES RIVER	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2029				
606226	BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE	Quantified		RTP project included in the statewide model
607748	ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD	Qualitative		Qualitative Decrease in Emissions
607981	SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION	Quantified	136,345	Quantified Decrease in Emissions from Complete Streets Project
608158	WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018	Quantified	5,693	Quantified Decrease in Emissions from Complete Streets Project
608396	LYNN- REVERE- BRIDGE RECONSTRUCTION, L-18-015=R-05-008, ROUTE 1A OVER SAUGUS RIVER	Qualitative		No assumed impact/negligible impact on emissions
608495	CONCORD- LEXINGTON- LINCOLN- RESURFACING AND RELATED WORK ON ROUTE 2A	Qualitative		Qualitative Decrease in Emissions
609246	LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107)	Quantified	902,708	Quantified Decrease in Emissions from Complete Streets Project
610543	REVERE- MALDEN- IMPROVEMENTS AT ROUTE 1 (NB) (PHASE 1)	Qualitative		Qualitative Decrease in Emissions
610675	CHELSEA- RECONSTRUCTION OF SPRUCE STREET, FROM EVERETT AVENUE TO WILLIAMS STREET	Qualitative		Qualitative Decrease in Emissions
610932	BROOKLINE- REHABILITATION OF WASHINGTON STREET	Quantified	36,431	Quantified Decrease in Emissions from Complete Streets Project
612046	GLOUCESTER- RESURFACING ON ROUTE 128	Qualitative		Qualitative Decrease in Emissions
612615	CANTON- MILTON- ROADWAY RECONSTRUCTION ON ROUTE 138, FROM ROYALL STREET TO DOLLAR LANE	Qualitative		Qualitative Decrease in Emissions

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
612634	SOMERVILLE- BRIDGE REPLACEMENT, S-17-024, ROUTE 28/MCGRATH HWY OVER SOMERVILLE AVE EXT & MBTA	Qualitative		No assumed impact/negligible impact on emissions
612738	IPSWICH- ARGILLA ROAD ROADWAY RECONSTRUCTION	Quantified	306	Quantified Decrease in Emissions from Traffic Operational Improvement
612963	BELLINGHAM- ROADWAY REHABILITATION OF ROUTE 126 (HARTFORD ROAD), FROM 800 NORTH OF THE I-495 NB OFF RAMP TO MEDWAY TL, INCLUDING B-06-017	Quantified	2,558	Quantified Decrease in Emissions from Complete Streets Project
613108	QUINCY- SUPERSTRUCTURE REPLACEMENT, Q-01-038 (3FG), STEDMAN STREET OVER I-93/US-1/STATE ROUTE 3	Qualitative		No assumed impact/negligible impact on emissions
613124	BOSTON- DECK/SUPERSTRUCTURE REPLACEMENT, B-16-054 (4T2), BEACON STREET OVER I-90 (STRUCTURE 50, MILE 132.2)	Qualitative		No assumed impact/negligible impact on emissions
613130	BOSTON- BRIDGE REPLACEMENT, B-16-033, MORRISSEY BOULEVARD OVER DORCHESTER BAY	Qualitative		No assumed impact/negligible impact on emissions
613162	LITTLETON- BRIDGE REPLACEMENT, L-13-008, ROUTE 119 OVER BEAVER BROOK AND CAUSEWAY IMPROVEMENT FOR WILDLIFE	Qualitative		No assumed impact/negligible impact on emissions
613163	LYNNFIELD- WAKEFIELD- RAIL TRAIL CONSTRUCTION	Qualitative		Qualitative Decrease in Emissions
613319	SUDBURY- FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM THE SUDBURY DIAMOND RAILROAD CROSSING TO EATON ROAD WEST	Quantified	18,348	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
613356	SHARON- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
613640	NATICK- RESURFACING AND RELATED WORK ON ROUTE 9	Qualitative		Qualitative Decrease in Emissions
613654	FRAMINGHAM- BIKE PATH CONSTRUCTION OF BRUCE FREEMAN RAIL TRAIL, FROM EATON ROAD WEST TO FROST STREET	Qualitative		Qualitative Decrease in Emissions
S12113	BOSTON REGION - TRANSIT TRANSFORMATION PROGRAM	Qualitative		No assumed impact/negligible impact on emissions
S12124	BOSTON REGION - COMMUNITY CONNECTIONS PROGRAM	Qualitative		No assumed impact/negligible impact on emissions
S12820	BOSTON REGION - BIKESHARE SUPPORT SET ASIDE	Qualitative		No assumed impact/negligible impact on emissions

Table B-2
Greenhouse Gas Regional Transit Project Tracking: FFYs 2025-29 Programmed Projects

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
Federal Fiscal Year 2025					
CATA	CATA011692	CATA-repave admin/ops facility parking lot	Qualitative		No assumed impact/negligible impact on emissions
CATA	CATA011694	Cape Ann TA-rehab/renovate of existing facility	Qualitative		No assumed impact/negligible impact on emissions
CATA	CATA011695	Cape Ann TA-APC, AVL	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010579	CATA - -Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - -buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - -acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010591	CATA - -Revenue Vehicle Replacement.	Quantified	47,684	Quantified Decrease in Emissions from Bus Replacement
CATA	T00073	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011699	5307 FORMULA- ACQUIRE REVENUE VEHICLE-TROLLEY CNG QTY 4	Qualitative		Qualitative Decrease in Emissions
MWRTA	MWRTA011700	METROWEST RTA 5307 CARBON REDUCTION-ACQUIRE EV REVENUE TROLLEY	Qualitative		Qualitative Decrease in Emissions
MWRTA	MWRTA011701	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	Qualitative		Qualitative Decrease in Emissions
MWRTA	MWRTA011709	METROWEST RTA- ACQUIRE HEAVY DUTY CNG 29FT TRANSIT BUS	Qualitative		Qualitative Decrease in Emissions
MWRTA	MWRTA011814	MetroWest RTA - Procurement of 3 29 Foot Buses	Qualitative		Qualitative Decrease in Emissions
MWRTA	MWRTA011815	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011109	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011110	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011111	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
MWRTA	RTD0011121	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station (FCRS)	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011124	MetroWest RTA - 5307 FORMULA 2025 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION INFRASTRUCTURE COSTS - DISCRETIONARY	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011134	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011137	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	Quantified	432,335	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011195	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011474	Jackson Sq. Station Access Impr. (CMAQ)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011819	5307 Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011820	5337 Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011821	Columbus Ave. Bus Lane Ph. II (CMAQ)	Qualitative		Qualitative Decrease in Emissions
MBTA	MBTA011822	Rail Transformation - Early Action CMAQ)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011823	Central Station Accessibility Project	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011824	Nubian Square Bus Circulation Improv.	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011825	Pedal & Park System Modernization	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA027	Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA028	5307 Revenue Vehicle Program	Quantified	4,386,686	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA029	Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA030	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA031	Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA033	Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA034	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA035	5339 Bus Program	Qualitative		No assumed impact/negligible impact on emissions

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
MBTA	MBTA036	RRIF Financing - PTC/ATC/Fiber	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA037	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2026					
CATA	CATA011694	Cape Ann TA-rehab/renovate of existing facility	Qualitative		No assumed impact/negligible impact on emissions
CATA	CATA011695	Cape Ann TA-APC, AVL	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010579	CATA - -Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - -buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - -acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010591	CATA - -Revenue Vehicle Replacement.	Quantified	47,684	Quantified Decrease in Emissions from Bus Replacement
CATA	T00073	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011701	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	Qualitative		Qualitative Decrease in Emissions
MWRTA	MWRTA011707	METROWEST RTA- DISCRETIONARY 5339 BACK ENTRANCE PROJECT BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011815	MetroWest RTA - Blandin Hub Equitable Redesign Initiative	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011117	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011118	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011119	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011120	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011125	MetroWest RTA - 2026 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	Qualitative		No assumed impact/negligible impact on emissions

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
MWRTA	RTD0011134	MetroWest RTA - PUBLIC RESTROOMS AT BLANDIN & FCRS HUBS - 5307	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011137	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	Quantified	432,335	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011138	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	Quantified	518,802	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011195	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA040	5307 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA041	5307 Revenue Vehicle Program	Quantified	4,386,686	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA042	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA043	Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA044	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA045	5337 Revenue Vehicle Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA046	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA047	Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA048	5339 Bus Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA050	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2027					
CATA	CATA011695	Cape Ann TA-APC, AVL	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010579	CATA - -Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - -buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - -acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010591	CATA - -Revenue Vehicle Replacement.	Quantified	47,684	Quantified Decrease in Emissions from Bus Replacement
CATA	T00073	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
MWRTA	MWRTA011701	METROWEST RTA- DISCRETIONARY SMART EV SOLAR INFRASTRUCTURE PROJECT	Qualitative		Qualitative Decrease in Emissions
MWRTA	MWRTA011707	METROWEST RTA- DISCRETIONARY 5339 BACK ENTRANCE PROJECT BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011708	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011137	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	Quantified	432,335	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011138	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	Quantified	518,802	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011195	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011196	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011197	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011198	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011199	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011200	MetroWest RTA - 5339 COMPETITIVE REVENUE VEHICLE REPLACEMENT - DISCRETIONARY	Quantified	504,391	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011201	MetroWest Regional Transit Authority - 2027 ELECTRIC VEHICLE (EV) ADDTL ELECTRIFICATION COSTS	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011267	MetroWest RTA - 2027 EV - Additional Electrification for Vehicles	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA053	5307 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA054	5307 Revenue Vehicle Program	Quantified	4,386,686	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA055	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA056	Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
MBTA	MBTA057	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA058	5337 Revenue Vehicle Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA059	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA060	Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA061	5339 Bus Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA063	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2028					
CATA	RTD0010579	CATA - -Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - -buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - -acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	T00073	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011705	METROWEST RTA - PASSENGER TRANSFER STATION	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011708	METROWEST RTA- TECHNICAL ASSISTANCE HYDROGEN DEPLOYMENT	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011137	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	Quantified	432,335	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011138	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	Quantified	518,802	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011195	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011196	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011197	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011198	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
MWRTA	RTD0011199	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011475	5307 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011476	5307 Revenue Vehicle Program	Quantified	4,386,686	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA011478	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011481	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011484	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011486	5337 Revenue Vehicle Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011487	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011488	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011489	5339 Bus Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011490	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
Federal Fiscal Year 2029					
CATA	RTD0010579	CATA - -Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - -buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - -acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010591	CATA - -Revenue Vehicle Replacement.	Quantified	47,684	Quantified Decrease in Emissions from Bus Replacement
CATA	T00073	CATA-Rehab/Renovation Administration & Operations Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011706	METROWEST RTA- Hydrogen Fuel Generation and Dispensing Depot	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011137	MetroWest RTA - VEHICLE REPLACEMENT - CUTAWAYS 6 Type D with CNG	Quantified	432,335	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011138	MetroWest RTA - 5339 DISCRETIONARY VEHICLE REPLACEMENT - CUTAWAYS TYPE D CNG	Quantified	518,802	Quantified Decrease in Emissions from Bus Replacement

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
MWRTA	RTD0011195	MetroWest Regional Transit Authority - OPERATING ASSISTANCE NON FIXED ROUTE ADA PARA SERV	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011196	MetroWest RTA - TERMINAL, INTERMODAL (TRANSIT) - BLANDIN	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011197	MetroWest Regional Transit Authority - TECHNOLOGY SUPPORT/CAPITAL OUTREACH	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011198	MetroWest RTA - ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011199	MetroWest Regional Transit Authority - TERMINAL, INTERMODAL (TRANSIT) - Framingham Commuter Rail Station	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011826	5307 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011827	5307 Revenue Vehicle Program	Quantified	4,386,686	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA011828	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011829	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011830	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011831	5337 Revenue Vehicle Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011832	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011834	5339 Bus Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011836	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011837	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions

Table B-3
Greenhouse Gas Regional Highway Project Tracking: Completed Projects

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
Federal Fiscal Year 2024				
110980	NEWTON- WESTON- BRIDGE REHABILITATION, N-12-010=W-29-005, COMMONWEALTH AVENUE (ROUTE 30) OVER THE CHARLES RIVER	Qualitative		No assumed impact/negligible impact on emissions
603739	WRENTHAM- CONSTRUCTION OF ROUTE I-495/ROUTE 1A RAMPS	Quantified	1,233,486	Quantified Decrease in Emissions from Traffic Operational Improvement
605313	NATICK- BRIDGE REPLACEMENT, N-03-020, ROUTE 27 (NORTH MAIN STREET) OVER ROUTE 9 (WORCESTER STREET) AND INTERCHANGE IMPROVEMENTS	Qualitative		No assumed impact/negligible impact on emissions
606496	BOSTON- BRIDGE SUPERSTRUCTURE REPLACEMENT AND WIDENING, B-16-052, BOWKER OVERPASS OVER I-90, MBTA/CSX AND IPSWICH STREET	Qualitative		No assumed impact/negligible impact on emissions
606901	BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRAK	Qualitative		No assumed impact/negligible impact on emissions
606902	BOSTON- BRIDGE REPLACEMENT, B-16-181, WEST ROXBURY PARKWAY OVER MBTA	Qualitative		No assumed impact/negligible impact on emissions
607342	MILTON- INTERSECTION IMPROVEMENTS AT ROUTE 28 (RANDOLPH AVENUE) & CHICKATAWBUT ROAD	Quantified	1,148,459	Quantified Decrease in Emissions from Traffic Operational Improvement
607777	WATERTOWN- REHABILITATION OF MOUNT AUBURN STREET (ROUTE 16)	Quantified	536,769	Quantified Decrease in Emissions from Complete Streets Project
607977	HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE	Quantified		RTP project included in the statewide model
608007	COHASSET- SCITUATE- CORRIDOR IMPROVEMENTS AND RELATED WORK ON JUSTICE CUSHING HIGHWAY (ROUTE 3A), FROM BEECHWOOD STREET TO HENRY TURNER BAILEY ROAD	Quantified	5,849	Quantified Decrease in Emissions from Complete Streets Project
608522	MIDDLETON- BRIDGE REPLACEMENT, M-20-003, ROUTE 62 (MAPLE STREET) OVER IPSWICH RIVER	Qualitative		No assumed impact/negligible impact on emissions
608562	SOMERVILLE- SIGNAL AND INTERSECTION IMPROVEMENT ON I-93 AT MYSTIC AVENUE AND MCGRATH HIGHWAY (TOP 200 CRASH LOCATION)	Qualitative		Qualitative Decrease in Emissions
608762	BOSTON- CAMBRIDGE- BRIDGE PRESERVATION OF B-16-246=C-01-029, ELIOT STREET OVER THE CHARLES RIVER	Qualitative		No assumed impact/negligible impact on emissions

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
609054	LITTLETON- RECONSTRUCTION OF FOSTER STREET	Quantified	1,140	Quantified Decrease in Emissions from Complete Streets Project
609058	PEABODY TO GLOUCESTER- GUIDE AND TRAFFIC SIGN REPLACEMENT ON ROUTE 128	Qualitative		No assumed impact/negligible impact on emissions
609211	PEABODY- INDEPENDENCE GREENWAY EXTENSION	Quantified	36,612	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
609254	LYNN- INTERSECTION IMPROVEMENTS AT TWO INTERSECTIONS ON BROADWAY	Quantified	73,291	Quantified Decrease in Emissions from Traffic Operational Improvement
609438	CANTON- BRIDGE REPLACEMENT, C-02-042, REVERE COURT OVER WEST BRANCH OF THE NEPONSET RIVER	Qualitative		No assumed impact/negligible impact on emissions
610722	ACTON- BOXBOROUGH- LITTLETON- PAVEMENT PRESERVATION ON ROUTE 2	Qualitative		Qualitative Decrease in Emissions
612034	WOBURN- INTERSTATE PAVEMENT PRESERVATION AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
612048	WALTHAM- INTERSTATE MAINTENANCE AND RELATED WORK ON I-95	Qualitative		Qualitative Decrease in Emissions
613196	BURLINGTON- LYNNFIELD- WAKEFIELD- WOBURN- BRIDGE PRESERVATION OF 10 BRIDGES CARRYING I-95	Qualitative		No assumed impact/negligible impact on emissions
613209	BOSTON- BRIDGE PRESERVATION, B-16-236 (39M, 39P, 39U, 39W, 39Y), 5 BRIDGES CARRYING STATE ROUTE 1A (EAST BOSTON EXPRESSWAY NB/SB) AND RAMPS	Qualitative		No assumed impact/negligible impact on emissions
613211	MEDFORD- BRIDGE PRESERVATION OF 10 BRIDGES CARRYING I-93	Qualitative		No assumed impact/negligible impact on emissions
S12114	ROYALL STREET SHUTTLE	Quantified	409,583	Quantified Decrease in Emissions from New/ Additional Transit Service
S12694	NEWMO MICROTRANSIT SERVICE EXPANSION	Quantified	91,800	Quantified Decrease in Emissions from New/ Additional Transit Service
S12697	PLEASANT STREET SHUTTLE SERVICE EXPANSION	Quantified	183,575	Quantified Decrease in Emissions from New/ Additional Transit Service
S12699	STONEHAM SHUTTLE SERVICE	Quantified	41,707	Quantified Decrease in Emissions from New/ Additional Transit Service
S12701	MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION	Quantified	11,936	Quantified Decrease in Emissions from New/ Additional Transit Service

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
S12703	MONTACHUSETT RTA MICROTRANSIT SERVICE	Quantified	24,602	Quantified Decrease in Emissions from New/ Additional Transit Service
S12705	LYNN STATION IMPROVEMENTS PHASE II	Qualitative		Qualitative Decrease in Emissions
S12802	LYNN - BROAD STREET CORRIDOR TRANSIT SIGNAL PRIORITY	Quantified	1,328,755	Quantified Decrease in Emissions from Traffic Operational Improvement
S12803	MEDFORD - BICYCLE PARKING (TIER 1)	Qualitative		Qualitative Decrease in Emissions
S12804	MEDFORD - BLUEBIKES EXPANSION	Quantified	4,561	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12805	CANTON PUBLIC SCHOOLS BIKE PROGRAM	Qualitative		Qualitative Decrease in Emissions
S12806	CANTON PUBLIC LIBRARY BICYCLE RACKS	Qualitative		Qualitative Decrease in Emissions
S12807	MWRTA CATCHCONNECT MICROTRANSIT EXPANSION PHASE 2 – FRAMINGHAM AND NATICK EXTENDED HOURS	Quantified	102,845	Quantified Decrease in Emissions from New/ Additional Transit Service
S12818	ACTON PARKING MANAGEMENT SYSTEM	Qualitative		Qualitative Decrease in Emissions
S12819	JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS	Qualitative		No assumed impact/negligible impact on emissions
S12821	RAIL TRANSFORMATION - EARLY ACTION ITEMS - READING STATION AND WILBUR INTERLOCKING	Qualitative		Qualitative Decrease in Emissions
S12822	COLUMBUS AVENUE BUS LANES PHASE 2	Qualitative		Qualitative Decrease in Emissions
S12823	BOSTON - ELECTRIC BLUEBIKES ADOPTION	Quantified	160,925	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12824	CAMBRIDGE - ELECTRIC BLUEBIKES ADOPTION	Quantified	66,559	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12858	PEABODY - BORDER TO BOSTON TRAIL DESIGN	Qualitative		No assumed impact/negligible impact on emissions
S12859	SALEM - BORDER TO BOSTON TRAIL DESIGN	Qualitative		No assumed impact/negligible impact on emissions
S12860	MARBLEHEAD - BORDER TO BOSTON TRAIL DESIGN	Qualitative		No assumed impact/negligible impact on emissions
S12861	BOSTON- SAFE STREETS FOR ALL (SS4A) IMPLEMENTATION GRANT	Not Applicable		No assumed impact/negligible impact on emissions
S12867	MWRTA - Flex to FTA for Vehicle Replacements (16 cutaway) Electric and CNG Buses	Quantified	11,936	Quantified Decrease in Emissions from New/ Additional Transit Service

Project ID Number	Project Name	GHG Analysis Type	GHG CO_2 Impact (kg/yr)	GHG Impact Description
S12868	ARLINGTON-NEWTON-WATERTOWN–BLUEBIKES EXPANSION PROJECT	Quantified	6,570	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure
S12870	ARLINGTON- MYSTIC RIVER PATH TO MINUTEMAN BIKEWAY CONNECTION DESIGN	Qualitative		No assumed impact/negligible impact on emissions
S12871	DOVER-NEEDHAM - CENTRE STREET / CENTRAL AVENUE BRIDGE ENGINEERING AND DESIGN	Qualitative		No assumed impact/negligible impact on emissions
S12872	Brookline - Beacon Street Bridle Path Project (Design Only)	Qualitative		No assumed impact/negligible impact on emissions
S12876	Quincy Bus Facility Modernization	Qualitative		Qualitative Decrease in Emissions

Table B-4
Greenhouse Gas Regional Transit Project Tracking: Completed Projects

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO2 Impact (kg/yr)	GHG Impact Description
Federal Fiscal Year 2024					
CATA	CATA011593	CATA - Replacement Vans	Quantified	35,559	Quantified Decrease in Emissions from Bus Replacement
CATA	CATA011616	CATA - Two Trolleys that reached its UL	Quantified	530	Quantified Decrease in Emissions from Bus Replacement
CATA	CATA011660	Cape Ann Transportation Authority - CATA dialysis & med van	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010579	CATA - -Preventive Maintenance	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010583	CATA - -buy misc small capital	Qualitative		No assumed impact/negligible impact on emissions
CATA	RTD0010584	CATA - -acquire shop equip/small capital	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011619	MWRTA - FY23 MAP Replacement Vehicles (3 Type E)	Quantified	2,412	Quantified Decrease in Emissions from Bus Replacement
MWRTA	MWRTA011674	MWRTA - MWRTA Transitions & Outreach Program	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	MWRTA011675	MWRTA - MWRTA Weekend Catch Connect Framingham and Natick	Quantified	1,566	Quantified Decrease in Emissions from New/ Additional Transit Service
MWRTA	MWRTA011676	Town of Sudbury - GoSudbury Catch Catch Connect Shuttle	Quantified	374	Quantified Increase in Emissions from New/Additional Transit Service
MWRTA	MWRTA011685	Mass211, Inc. - MassDOT Access Program	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011103	MetroWest RTA - Operating Assistance - Non Fixed Route ADA Paratransit Service	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011104	MetroWest RTA - Acquisition of Bus Support / Facilities Equipment	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011105	MetroWest RTA - Technology Support/Capital Outreach	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011106	MetroWest RTA - Blandin Intermodal	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	RTD0011107	MetroWest RTA - FCRS Intermodal - Framingham Commuter Rail Station (FCRS)	Qualitative		No assumed impact/negligible impact on emissions

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO2 Impact (kg/yr)	GHG Impact Description
MWRTA	RTD0011114	MetroWest RTA - 5307 Formula Funds - Vehicle Replacements (6 Da w/CNG)	Quantified	807,026	Quantified Decrease in Emissions from Bus Replacement
MWRTA	RTD0011123	MetroWest RTA - 5339 STATEWIDE - 2024 EV (Electric Vehicle) Migration	Qualitative		Qualitative Decrease in Emissions
MWRTA	T00037	MetroWest RTA - CNG Dispensers (2) at the Compressed Natural Gas Fueling Facility	Qualitative		No assumed impact/negligible impact on emissions
MWRTA	T00038	MetroWest RTA - Electronic Sign Board	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011468	Columbus Ave. Bus Lane Ph. II (CMAQ)	Quantified	98,855	Quantified Decrease in Emissions from Other Improvements
MBTA	MBTA011470	Jackson Sq. Station Access Impr. (CMAQ)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011472	Rail Transformation - Early Action CMAQ)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011610	MBTA - City of Revere - Buy Replacement Van (5310 Carryover)	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011611	MBTA - Hull COA- Buy Replacement Van	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011612	MBTA - Town of Randolph - Buy Replacement Van	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011758	Newton Senior Transportation Operating FY24	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011759	Move Safe/Mobility Links	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011760	Improving Access for Low-Income Seniors and Others in Greater Boston	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011761	Virtual tool development for travel training & information	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011762	MVES Mobility Management Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011763	MBTA - Quincy Bus Facility Modernization	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011764	Needham Transportation Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011765	Senior and Disabled person's transportation	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011766	SCES Transportation Hub	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011767	Brookline Senior Transportation Service	Qualitative		No assumed impact/negligible impact on emissions

Regional Transit Authority	Project ID Number	Project Name	GHG Analysis Type	GHG CO2 Impact (kg/yr)	GHG Impact Description
MBTA	MBTA011768	Dedham Council on Aging Ride Services	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011769	Navigating with Ease, Convenience and Confidence	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011770	Lexpress Bus Operating Support	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011771	Access to Medical care in surrounding Towns as well as access to low cost grocery and dept. stores.	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011772	Acton Mobility Management	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011773	CrossTown Connect	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011774	North Reading Public Transit Pilot	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA011775	North Reading Transportation Hotline	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA015	5307 Revenue Vehicle Program	Quantified	5,958,346	Quantified Decrease in Emissions from Bus Replacement
MBTA	MBTA016	5307 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA017	5307 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA018	5337 Bridge & Tunnel Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA019	5337 Revenue Vehicle Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA020	5337 Signals/Systems Upgrade Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA021	5337 Stations and Facilities Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA022	5339 Bus Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA024	RRIF/TIFIA Financing Program	Qualitative		No assumed impact/negligible impact on emissions
MBTA	MBTA025	Lynn Station Improvements	Qualitative		No assumed impact/negligible impact on emissions

As part of the development of the FFYs 2025–29 TIP, analyses were done for the types of projects described below. A summary of steps performed in the analyses is provided.

Traffic Operational Improvement

For an intersection reconstruction or signalization project that typically reduces delay and, therefore, idling, the following steps are taken:

- Step 1: Calculate the AM peak hour total intersection delay (seconds)
- Step 2: Calculate the PM peak hour total intersection delay (seconds)
- Step 3: Select the peak hour with the longer intersection delay
- Step 4: Calculate the selected peak hour total intersection delay with improvements
- Step 5: Calculate the vehicle delay in hours per day (assumes peak hour delay is 10 percent of daily delay)
- Step 6: Input the emissions factors for arterial idling speed from the EPA's MOVES model
- Step 7: Calculate the net emissions change in kilograms per day
- Step 8: Calculate the net emissions change in kilograms per year (seasonally adjusted)
- Step 9: Calculate the cost effectiveness (first year cost per kilogram of emissions reduced)

Pedestrian and Bicycle Infrastructure

For a shared-use path that would enable more walking and biking trips and reduce automobile trips, the following steps are taken:

- Step 1: Calculate the estimated number of one-way trips based on the percentage of workers residing in the communities served by the facility and the communities' bicycle and pedestrian commuter mode share
- Step 2: Calculate the reduction in vehicle-miles traveled per day and per year (assumes each trip is the length of the facility and that the facility operates 200 days per year)
- Step 3: Input the MOVES emissions factors for the average commuter travel speed (assumes 35 miles per hour)
- Step 4: Calculate the net emissions change in kilograms per year (seasonally adjusted)
- Step 5: Calculate the cost effectiveness (first year cost per kilogram of emissions reduced)

Bus Replacement

For a program that replaces old buses with new buses that reduce emissions or run on cleaner fuel, the following steps are taken:

- Step 1: Input the MOVES emissions factors for the average bus travel speed (assumes 18 miles per hour) for both the old model year bus and the new model year bus
- Step 2: Calculate the fleet vehicle-miles per day based on the vehicle revenue-miles and operating days per year
- Step 3: Calculate the net emissions change in kilograms per year (seasonally adjusted)
- Step 4: Calculate the cost effectiveness (first-year cost per kilogram of emissions reduced)

Other Types of Projects

Calculations may be performed on the project types listed below:

- New and Additional Transit Service: A new bus or shuttle service that reduces automobile trips
- Park-and-Ride Lot: A facility that reduces automobile trips by encouraging high-occupancy vehicle (HOV) travel via carpooling or transit
- Alternative Fuel Vehicles: New vehicle purchases that replace traditional gas or diesel vehicles with alternative fuel or advanced technology vehicles
- Anti-Idling Strategies: Strategies that include incorporating anti-idling technology into fleets and using light-emitting diode (LED) lights on trucks for the purpose of illuminating worksites
- Bike-share Projects: Programs in which bicycles are made available for shared use to individuals on a short-term basis, allowing each bicycle to serve several users per day
- Induced Travel: Projects associated with a roadway capacity change that gives rise to new automobile trips
- Speed Reduction Projects: Projects that result in slower vehicle travel speeds and, therefore, reduced emissions
- Transit Signal Priority Projects: Technology at signalized intersections or along corridors that affect bus travel times
- Truck Stop Electrification: Technology that provides truck drivers with necessary services, such as heating, air conditioning, or appliances, without requiring them to idle their engines

ANALYZING PROJECTS WITH ASSUMED IMPACTS

Qualitative Decrease or Increase in Carbon Dioxide Emissions

Projects with assumed CO_2 impacts are those that could produce a minor decrease or increase in emissions, but the change in emissions cannot be calculated with any precision. Examples include a bicycle rack installation, Safe Routes to School projects, or transit marketing or customer service improvements. These projects are categorized as producing an assumed nominal increase or decrease in emissions.

No Carbon Dioxide Impact

Projects that do not change the capacity or use of a facility—for example, a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation or replacement that restores the bridge to its previous condition—are assumed to have no CO_2 impact. The following tables display the GHG impact analyses of projects funded in the FFYs 2025–29 Highway Program (Table B-1) and Transit Program (Table B-2). Table B-3 summarizes the GHG impact analyses of highway projects completed before FFY 2025. Table B-4 summarizes the GHG impact analyses of transit projects completed before FFY 2025. A project is considered completed when the construction contract has been awarded

Appendix C

Public Engagment and Public Comments

PUBLIC ENGAGEMENT

In the course of developing the Transportation Improvement Program (TIP), the staff of the Boston Region Metropolitan Planning Organization (MPO) regularly engages with municipalities and the general public to provide information and solicit feedback about the milestones and key decision points in the TIP development process. The MPO staff publishes materials and information used by the MPO board for decision-making via the TIP development web page, www.bostonmpo.org/tip-dev, and shares updates via email and social media communication channels. This process affords the public ongoing opportunities to provide input to the MPO board during the development of the TIP and prior to the release of the draft TIP for the official public review period. This appendix documents the input received during the development of the FFYs 2025–29 TIP and comments received during the public review period.

MPO staff initiated public engagement activities for the FFYs 2025–29 TIP in October 2023. Engagement activities were primarily conducted virtually. MPO staff used virtual public involvement (VPI) tactics such as online workshops and virtual information sessions. Many Boston Region MPO board meetings throughout the FFYs 2025–29 TIP development cycle were hosted remotely, allowing project proponents and members of the public to participate via internet or telephone and provide comments without the need to travel to attend meetings in person. These virtual engagement opportunities continue to provide a greater level of accessibility and transparency to the TIP process than is achievable through in-person meetings alone.

The MPO also held several hybrid (virtual and in-person) MPO board meetings to engage the public in the TIP development process, starting with the MPO's Annual Meeting on November 30, 2023, where staff encouraged project proponents and other stakeholders to apply for project funding in the FFYs 2025–29 TIP. The MPO also held two hybrid meetings on March 21 and April 4, 2024, and meetings of the newly formed TIP Process, Readiness, and Engagement Committee on March 14 and 28, 2024, to discuss and develop the final programming scenario for the FFYs 2025–29 TIP. Project proponents for new and currently programmed projects were encouraged to speak about their projects and progress being made on them. There were multiple opportunities for public comment and discussion during the meetings.

In addition to the specific meetings mentioned above, the MPO board held a series of discussions at its regular meetings as the TIP was developed in stages that focused on project solicitation, project evaluation, and programming of funds. Staff informed the public at each stage via its standard communication channels (email, social media, and the MPO website). There were also opportunities for the public to comment at these meetings.

Throughout the TIP development process, the MPO staff maintained communication with municipal, state agency, and public stakeholders. The primary engagement events staff held with municipal TIP contacts were two TIP How-To virtual information sessions where staff shared information about the project application process and requirements. Staff also connected with municipal stakeholders in each of the Boston region's eight subregions by attending subregional committee meetings hosted by the Metropolitan Area Planning Council (MAPC) and by hosting Inner Core Committee Transportation group meetings to discuss the TIP. In addition, staff held TIP development discussions at several Regional Transportation Advisory Council meetings. These events offered individuals the opportunity to directly engage with staff to ask questions, voice concerns, provide suggestions, and propose new projects for funding.

PUBLIC COMMENTS RECEIVED DURING TIP DEVELOPMENT

As a result of all these engagement activities, the MPO received a number of oral and written comments while developing the draft TIP. These comments are summarized below in Table C-1. In addition to these comments, the MPO also received 38 formal comment letters from stakeholders; the commenters and subjects of the letters are listed below Table C-1, and the letters are available on the MPO's website, www.ctps.org/data/calendar/pdfs/2024/0404_MPO_LettersofSupport.

Table C-1
Public Comments Received during Development of the FFYs 2025–29 TIP

PROJECT	NAME	MUNICIPALITY/ AFFILIATION	SUPPORT/OPPOSE/ REQUEST/CONCERN	COMMENT
#607981 McGrath Reconstruction	Philip Hood	Somerville resident	Oppose	Subject: McGrath "Resurfacing" and proposed McGrath Boulovard After driving home through the disaster that the state has made of the McGrath highway in Somerville. I was struck with one thought. "What idiot designed this mess." Not only has a lane been removed, but lanes are not lined up from one side of an intersection to the other, lanes disappear right after an intersection, markings are inadequate to non-existent. To think this is the result of a "resurfacing" project. Basically you lied to the public saying you would resurface the road, and instead instituted a poorly conceived and atrociously executed resign of an important roadway. When I look at the review process I see that comments have been turned off, and the the review process apparently occurred with little public input and no publicity. I live in the area and have long been signed up for every city of Somerville distribution for construction and changes around the Union Square area. I heard not a peep. To me this is the definition of bad government. You are squandering my tax dollars in ways that actually makes my life worse.
#607329 Lynnfield-Wakefiled Rail Trail Extension Project	Rob Dolan	Lynnfield	Support	Spoke in support of the Lynnfield/Wakefield Rail Trail project and benefits for Lynnfield, Wakefield, and the North Shore subregion. Stated the project will be ready for construction in 2026.
#609204 Belmont Community Path	Patrice Garvin	Belmont	Support	Spoke in support of the Belmont Community Path project and discussed the town's ongoing support for the project and the project's benefits to the town. Stated that design funding has been approved at Town Meeting.
#609204 Belmont Community Path	Glenn Clancy	Belmont	Support	Spoke in support of the Belmont Community path project. Discussed the current state of design for the project and stated that the work is on track for its TIP programming with expected 75% design in June of 2024 and expected construction in 2026/
#607981 McGrath Reconstruction	Brad Rawson	Somerville	Support	Spoke in support of the McGrath Boulevard project. Discussed a recent community meeting on the project which was well-attended and successful. Spoke of the project's regional importance and local support.
#605168 Hingham Improvements on Rt 3A	JR Frey	Hingham	Support	Spoke in support of the Hingham Rt 3A improvement project. Noted the project remains on track for TIP programming and expected construction in 2026.
FFYs 25-29 TIP Project application - MWRTA Procurement of three 29-foot buses	Jim Nee	MWRTA	Support	Spoke in support of the Transit Transformation Program and the MWRTA's application for funding.for procurement of new buses
#609204 Belmont Community Path	Senator WIll Brownsberger	Suffolk and Middlesex district	Support	Spoke in support of the Belmont Community Path project and noted the project's significance and benefit to the town and region
#609204 Belmont Community Path	Roy Epstein	Belmont	Support	Spoke in support of the Belmont Community Path project and noted the project's significance and benefit to the town and region and the project's local support
#609204 Belmont Community Path	Patrice Garvin	Belmont	Support	Spoke in support of the Belmont Community Path project and noted the project's significance and benefit to the town and region and the project's local support
#609437 Salem Boston St Improvements	Dominick Pangallo	Salem	Support	Spoke in support of the Boston Street Improvements project in Salem and urged the MPO not to delay the project past FFY2027.
#610823 Quincy Intersection Improvements at Willard St & Ricciuti Dr	Allie Ruel	Quincy	Support	Spoke in support of the Quincy Intersection Improvements at Willard Street and Ricciuti Drive project application
#612738 Ipswich Argilla Rd Ecological Tidal Restoration Project	Cynthia Dittbrenner	Statewide	Support	Spoke in support of the Ipswich Argilla Road project and its benefits for resilience and safety

PROJECT	NAME	MUNICIPALITY/ AFFILIATION	SUPPORT/OPPOSE/ REQUEST/CONCERN	COMMENT
#609437 Salem Boston St Improvements	David Kucharsky	Salem	Support	Spoke in support of the Boston Street Improvements project in Salem and noted that the city is actively working on the project.
#610662 Woburn Roadway & Intersection Improvements	John Cashell	Woburn	Support	Spoke in support of the Woburn downtown improvement project. Apologized for the town's past delays on advancing the project and stated that new town leadership and staff is strongly committed to moving the project forward as a priority. Advocated for the project to not be deprogrammed from the FFYs 25-29 TIP.
#613319 Sudbury-Framingham Bike Path Construction, BFRT	Marcia Rassmussen	Sudbury	Support	Spoke in support of the Bruce Freeman Rail Trail Phase 3 project in Sudbury and Framingham and advocated for the project.
#610662 Woburn Roadway & Intersection Improvements	Mike Concannon	Woburn	Support	Spoke in support of the Woburn downtown improvement project. Spoke of Woburn's commitment to the project and its status as a top priority for new town leadership. Advocated for the project to remain on the FFYs 25-29 TIP.
#612738 Ipswich Argilla Rd Ecological Tidal Restoration Project	Cynthia Dittbrenner	Statewide	Support	Spoke in support of the Ipswich Argilla Road project and advocated for the funding scenario that programs the project in the FFYs 25-29 TIP. Discussed the environmental concerns and urgent resilience needs in the project area which the project would address. Spoke of the congressional support for the project. Discussed project scoring and noted that while the project did not score points for bicycle and pedestrian facilities due to environmental permitting issues barring such facilities in the project area, the design team is now looking into the addition of extra road striping to create buffers for cyclists and pedestrians within the roadway.
Community Connections				
FFYs 25-29 TIP Project #613319 Sudbury-Framingham Bike Path Construction, BFRT	Marcia Rasmussen	Sudbury	Support	Spoke in support of the Sudbury Bruce Freeman Rail Trail Phase 3 project. Spoke of the project's significance as a regional connector. Advocated for the funding scenario that programs the project in the FFYs 25-29 TIP.
	Jim Nee	MWRTA	Support	Dear Boston MPO & CTPS Staff, Hello, my name is Jim Nee, Administrator for the MetroWest Regional Transit Authority (MWRTA), and I am writing to you today in support of Newton in Motion's (NewMo) scope change via Amendment 3 to the 2024-2028 TIP. As a fellow member of the Boston MPO region, and a provider of MicroTransit services, I think that the MWRTA is uniquely positioned to comment on the requested change, and the need for flexibility in program scopes. As we all know, MicroTransit exists as a new mode type in response to changing technology and changing transportation preferences in less dense urban areas. With the advent of Transportation Network Companies (TNC) such as Uber nad Lyft, the expectations for public and municipal transportation options have changed dramatically over the last decade. While not every community is well suited for MicroTransit, some being to dense, and others being too rural, there are those who fit the Goldilocks scenarios where MicroTransit does serve people well. I believe that the NewMo program is such a program. The proposed scope change is in response to the changing nature of funding, demand, and operational concerns that are a feature of all MicroTransit projects, especially the more successful ones. When grants are applied for, and scopes are established, they have limited real world data that is so critical to promoting the long term health of such a program. As that data is collected, responsible programs undertake a system of continuous improvement and evaluate to refine how the program is delivered to maximize the effectiveness and longevity of the service. By accepting the scope change, the Boston MPO will allow NewMo the flexibility required to promote the long term health of their system. Thank you for your time and consideration.

PROJECT	NAME	MUNICIPALITY/ AFFILIATION	SUPPORT/OPPOSE/ REQUEST/CONCERN	COMMENT
CC Project S12125 - Newton Microtransit Service (NewMo)	Shi Shi and Cyrus (students)	Newton/ 8th Grade civics students - Bigelow Middle School, Newton	Concern/ Oppose	NOTE: I am an 8th grade Civics teacher at Bigelow Middle School in Newton. I am forwarding this message in the hopes that you can respond soon to support their efforts. Thank you! (Students cannot receive emails from outside the school district, so I must send on their behalf.) Dear Mr Lapointe, We are a group of 8th grade civics students, we are writing to express our concerns regarding the NewMo services, which are currently only available to elderly citizens. We have confidence that students and the general public should have access to affordable and safe transportation in the Newton areas, and that NewMo services could be beneficial to individuals with limited options and tight budgets. It could also provide students with more accessible and sustainable transportation. We are disappointed to hear that NewMo has officially stopped accepting students as of September 5th, 2023 due to insufficient funding for the program. We would like to inquire about the motives behind the lack of funding and request an interview with you, a funding specialist in MPO to gain further insight into why the decision was made to reduce the fundings. This reduction has had a significant impact on students who rely on this service. We understand that the MPO is responsible for the funding and overseeing transportation services in the Newton areas. We would appreciate the opportunity to understand their decision making process and the factors that led to the reduction in funding for NewMo. We believe that this information would be valuable to our understanding of the issue and could help us identify potential solutions to ensure accessible transportation services for all civilians of Newton. We believe that your work in funding and your knowledge of transportation can help us resolve our issue. We would greatly appreciate it if you wrote back to us soon. We truly want to express our gratitude for considering our request. With your help you could make a significant impact on our project. Our best regards, Shi Shi and Cyrus
FFY 2025 Project Design Pilot				
Hudson MA Central Rail Trail Extension Design Only	Christina Johnson	Hudson	Support	Spoke in support of the TIP project design pilot. Discussed the challenges for smaller municipalities in funding design costs, and noted the benefits of the pilot. Spoke in support of Hudson't application for design funding for the Hudson connection of the MCRT project. Encouraged the MPO to support smaller municipalities' applications in the TIP process.
Framingham Chris Walsh Rail Trail (Phase 2) Design Only	Sarkis Sarkisian	Framingham	Support	Spoke in support of the TIP project design pilot. Spoke in support of Framingham's application for design funding for the Chris Walsh Rail Trail project in Framingham and its interconnections to other trail networks and destinations.
Hudson MCRT Extension Project Design application	Pam Helinek	Hudson	Support	Spoke in support of the Hudson Mass Centrail Rail Trail Extension project and its application for design funding. Stated that the town is working on a pre-25% design study, has local support, and noted the project's benefit in continuing and creating trail connections.
Cambridge New Bridge and Shared-Use Path Connection over MBTA FItchburg Line at Daheny Park Connector Project Design application	Charles Creagh	Cambridge	Request	Spoke about the Cambridge project design funding application for the new bridge and shared-use path connection over the MBTA Fitchburg Line at Daheny Park project. Stated that Cambridge obtained an RCN funding award that may cover design costs. Requested that the project be moved to construction funding in the outer years of the FFYs 25-29 TIP.
Sherborn Reconstruction of Rt 27 & Rt 16 Design project (FFYs 25-29 TIP application)	James Arena-DeRosa	8th Middlesex district (Holliston, Hopkinton, Sherborn, Millis)	Support	Spoke in support of the Rt 16/126 project in Sherborn and advocated for the project to receive design funding in the FFYs 25-29 TIP. Stated his appreciation for the MPO's support for smaller municipalities in the region.

PROJECT	NAME	MUNICIPALITY/ AFFILIATION	SUPPORT/OPPOSE/ REQUEST/CONCERN	COMMENT
Norfolk-Wrentham-Walpole Shared-Use Path Installation (Metacomet Greenway) Design project (FFYs 25-29 TIP application)	Zack McKeever	Norfolk	Support	Spoke in support of the Metacomet Greenway design project and advocated for its inclusion in the FFYs 25-29 TIP.
Hudson Massachusetts Central Rail Trail Extension design project (FFYs 25-29 TIP application); TIP process	Kristina Johnson	Hudson	Support/ Concern	Spoke about the project prioritization process, particularly regarding project design pilot applications. Thanked the MPO for creating the project design pilot program and spoke of the program's expected benefits, especially for smaller municipalities. Advocated for the inclusion of the MA Centrail Rail Trail design project in the FFYs 25-29 TIP despite its relatively low score, and raised concerns about whether scoring accurately reflects expected local and regional benefits of some smaller projects like this one.
Framingham Rt 126/135 grade Crossing Elimination project (Destination 2050 LRTP; FFYs 25-29 TIP 2026 LRTP design)	Eric Johnson	Framingham	Support	Spoke in support of the Framingham project included in the Destination 2050 LRTP. Advocated for the project to be funded in the FFYs 25-29 TIP through the 2026 LRTP Project Design category. Discussed the project's regional benefits including to economic development and the critical nature of the rail crossing involved in the project. Discussed the public outreach already undertaken and expected to continue during the design process.
Marlborough Reconstruction of Granger Boulevard design project (FFYs 25-29 TIP application)	Tom DiPersio	Marlborough	Support	Spoke in support of the Granger Boulevard/Rt 20 design project in Marlborough. Discussed the project's local and environmental justice benefits. Advocated for the project's inclusion in the FFYs 25-29 TIP.
Burlington Intersection Improvements at Rt 3A & Winn St Design project (FFYs 25-29 TIP application); TIP process	Melisa Tintocalis	Burlington	Support	Spoke in support of the Burlington design project and advocated for its inclusion in the FFYs 25-29 TIP. Discussed the different contexts in the suburban municipalities of the MPO region, and the importance of transportation investments to support transit-oriented development and economic development in those municipalities that ultimately benefits the entire region.
Malden Rt 60 Improvements Design project (FFYs 25-29 TIP application)	Yan Lip	Malden	Support	Spoke in support of the Malden Rt 60 Complete Streets design project and advocated for its inclusion in the FFYs 25-29 TIP.
Lexington Rt 4/225 Bedford/Hartwell Ave Interchange project (Destination 2050 LRTP; FFYs 25-29 TIP 2026 LRTP design)	Michelle Ciccolo	15th Middlesex district (Lexington, Woburn, Winchester)	Support	Spoke in support of the Rt 4/225 Bedford/Hartwell Ave complete streets reconstruction project included in the Destination 2050 LRTP. Advocated for the project to be funded in the FFYs 25-29 TIP through the 2026 LRTP Project Design category. Discussed the project's local and regional benefits, and the need to advance project design in tandem with other local transportation efforts.
General / Process				
	Julia Wallerce	MAPC	Request	Suggest creating educational materials about the TIP, investment programs, how to initiate projects; especially for small municipalities with limited capacity
	Rob King	Brookline	Request	Request more information about the project design pilot
	Taber Keally, Josh Lee	Milton	Concern	Significant barrier to initiating projects in the TIP is getting them to 25% design. Internal engineering lacks capacity and external is too expensive
	Steve Olanoff	Westwood	Concern	Relatively small projects that are too expensive for the town but too small for the TIP are a challenge and barrier (i.e. traffic lights)
	Karen Dumaine	NVTMA	Concern	Grant writing capacity is a barrier to going after grants to supplement or fund smaller priorities/projects. Considering a grant writer shared across commuinties
	Marzie Galazka	Swampscott	Request	Swampscott Rail Trail - have put up 25% design, moving forward they anticipate some ROW acquisition challenges, can the design pilot help fund costs beyond the 25%- up to 80 (such as ROW) for projects that have already begun?
	Sarah Scott	MAPC/ Regionwide	Request	Can munis just submit a project and you decide what program it falls into, or do they need to apply to a specific program?

PROJECT	NAME	MUNICIPALITY/ AFFILIATION	SUPPORT/OPPOSE/ REQUEST/CONCERN	COMMENT
	Katrina O'Leary	Middleton	Request	Question about maintenance projects - resurfacing project on 114 - at what point does the state say we need to start adding sidewalks? does that have to be its own project or can it be easily added on?
	Kristin Kassner	NSTF Munis/ MA Rep. 2nd Essex	Request	Process to get a project on the TIP - design reqs (25%) vs more iterative - and how a project actually does get on the TIP, broadly?
	Sharief Jackson	NSTF munis	Request	Connecting TIP to housing and senior housing needs?
	Chris Diiorio	Hull	Request	How to get a project started when it's a muni priority but state assets?
	Susi Hofmeister	Scituate	Request	Scituate has a bicycle commission that is looking at installing more bike racks in key locations around the town - would that be TIP eligible?
	Chris Diiorio	Hull	Request	CTPS did a study and provided Hull various intersection improvement project options. Is CTPS staff available to help the town decide which option is best? Or can we apply for design funding with multiple options in our app?
	Kristina Johnson	Hudson	Concern	Design pilot funding for the town of Hudson to help us advance projects. As a small Town, it's difficult to build a funding strategy to get a design through MassDOT.
	Jennifer Glass	Lincoln	Request/ Concern	Question re project design pilot - we are a 3A commuter rail town working on zoning proposals, and our largest barrier is capacity. We have a 2 person planning dept and most of our time is working on zoning and housing development right now. we're one of the stations that isn't accessible and we know we would like it to be, we have the potential for housing connections, is this the stage where we could come to you to help us start visioning some work on the station? or do we need to do more work before we come to you? we just don't have the capacity to do much visioning ourselves now
	Kristina Johnson	Hudson	Concern	We tend to shy away from federally-aided projects because there is zero staff capacity. Hudson's Planning Department is only three. I feel lincoln's pain!
	Travis Ahern	Holliston	Request	We have a project that I think could fit here, the question is that the design is really old, 2008-2010 - we had the predecessor of MassDevelopment help with the design - would this design still qualify even though it's old to get a project into the pipeline and move it forward?
	Kristina Johnson	Hudson	Support	Municipalities should get to know the MassDOT District planning staff. They can assist you with project scoping. Shout out to MassDOT D3 office--terrific planning staff.
	Rachel Benson	Wrentham	Concern	Largest barriers to advancing projects - our community doesn't get much support from D5, they won't talk to us much unless we've already advanced a design, which is costly.
	Rachel Benson	Wrentham	Concern	We have to use our Ch. 90 funding to pay for design and engineering for projects on state owned roadways - that seems counterintuitive, and comes out of a very limited pot of funding
	Rachel Benson	Wrentham	Request	Has MassDOT or the MPO thought about doing a one-stop grant info center where we can see different funding available and what we might be eligible for?
	Amy Love	Franklin	Concern	for Franklin, our DPW/engineering dept initiates and manages transportation and roadway projects/efforts, sometimes planning isn't fully aware
	Jeremy Thompson	Medway	Request	Same in Medway, DPW initiates and manages projects, and COA works with the RTAs. Would be great to hear from the MPO about the process and what's available through CC
	Rachel Benson	Wrentham	Request	Is there a website that has all of the grants and funding opportunities available (TIP and beyond?)

PROJECT	NAME	MUNICIPALITY/ AFFILIATION	SUPPORT/OPPOSE/ REQUEST/CONCERN	COMMENT
	Rachel Benson	Wrentham	Request	Walpole, Wrentham, and a few other communities (6 total) are planning to apply for design pilot funding for the Metacomet Greenway project
	Josh Ostroff	Newton	Support	Discussed successful examples of MWRTA CatchConnect and NewMo microtransit services. Suggested that in the future, municipalities could improve by further engaging and creating partnerships with transit-dependent populations.
	Kurt Marden	Boxborough resident	Oppose	I received a request for comments regarding TIP amendment #5 for the 2024-2028. I took the opportunity to review all of the proposed budgets for expenditures on rail-trails. I find it remarkable and incredibly irresponsible that the MPO feels justified on carrying at least $80 million dollars of rail trail projects considering the widely acknowledged climate crisis. The projects that were actually scored (and I question the objectivity of the scoring) are very low in actually reducing the state's GHG emissions and mobility in any meaningful way. These projects simultaneously commit to a non-solution, for all practical purposes, to automotive congestion and the associated greenhouse gas emissions. while destroying the opportunity to create GHG-reducing, practical mass transportation solutions that are desperately needed by Massachusetts. Rail transit solutions are the most efficient way of moving people and goods and can include trails in the right of way. This is an unquestionable fact. The millions spent on rail trail projects to date, if we are being honest, have done virtually NOTHING to meaningfully way reduce highway congestion and reduce the associated GHG emissions. The reality is, that the MPO seems unable to admit, is that these projects are used by a vanishingly small number percentage of citizens, primarily for recreation and only during fair weather. This is in stark contrast to the fact that rail transportation operates every day, year round, providing real transportation solutions that reduce GHG and congestion. The argument that "It's too expensive to restore rail transportation" is a false presumption if we are being honest about the long term benefits of this transportation mode. With climate change already having highly negative impacts to Massachusetts, the time has long past to restore our non-road rail transportation network to actually have any chance of meeting the state's GHG reduction and net-zero goals. It is up to the MPO to be HONEST and realize that seasonal, recreational trails will not get us to the ambitious environmental goals that the state has. Non-highway mass transportation WILL! i would appreciate a follow-up response to this comment.
	Franny Osman	RTAC - Acton resident	Request	When towns have limited capacity to advance projects it is very important for the MPO to assist.
	AnaCristina Fragoso	RTAC - Boston Society of Civil Engineers	Support	Asked about and voiced support for weighting whether new [design pilot] projects come from communities that have not had a project in the TIP in many years
	John McQueen	RTAC - WalkMassachusetts	Support	Spoke in support of the Bruce Freeman Rail Trail Phase 3 project.
	Brad Rawson	Somerville	Support	Spoke in support of the board's consideration of projects as well as process improvements for the TIP
	Brad Rawson	Somerville	Request	Encouraged municipalities and project proponents to stay engaged with the MPO and the TIP cycle for the long term, and not only during the project programming decision-making period. Noted that the next TIP development cycle will be starting in the fall, with fiscal challenges similar to the current cycle expected. Discussed the importance of coalition-building and regional and subregional collaboration throughout the TIP development process.

Comment Letters Received During TIP Development

The following formal comment letters were received during the development of the FFYs 2025-29 TIP:

- Framingham - Chris Walsh Trail Phase 2 Design Project application
  - Letter in support from Friends of Framingham Trails
  - Letter in support from Massachusetts State Senator Karen Spilka
  - Letter in support from Massachusetts State Representatives Jack Patrick Lewis, Priscila Sousa, Danielle W. Gregoire, and Kate Donaghue
- Hudson - Massachusetts Central Rail Trail Extension Design Project application
  - Letter in support from Massachusetts State Representative Kate Hogan
- Norfolk-Wrentham-Walpole - Shared-Use Path Installation (Metacomet Greenway) Design Project application
  - Letter in support from the Norfolk Select Board
  - Letter in support from the Norfolk Recreation Commission
  - Letter in support from the Wrentham Community Preservation Committee
  - Letter in support from the Metacomet Greenway Association
  - Letter in support from Massachusetts State Senator Rebecca L. Rausch
  - Letter in support from Wrentham Recreation Commission and Department
  - Letter in support from Massachusetts State Representative Marcus S. Vaughn
  - Letter in support from North Attleborough Planning Board
  - Letter in support from Wrentham Open Space Committee
  - Letter in support from Metropolitan Area Planning Council
  - Letter in support from Walpole Town Administrator James A. Johnson
  - Letter in support from Norfolk Conservation Commission
  - Letter in support from Wrentham Town Administrator Kevin A. Sweet
  - Letter in support from Norfolk Community Preservation Committee
- Salem - Broad Street and Dalton Parkway Corridor Design Project application
  - Letter in support from Salem Mayor Dominick Pangallo
  - Letter in support from Salem Ward 3 City Councillor Patricia Morsillo
  - Letter in support from Salem Ward 2 City Councillor Caroline Watson-Felt
- Sudbury-Framingham - Bike Path Construction of Bruce Freeman Rail Trail (Project #613319)
  - Letter in support from Norwottuck Network (Mass Central Rail Trail Coalition)
  - Letter in support from Sudbury Resident Leonard Simon
- Ipswich - Argilla Road Ecological Tidal Restoration Project (Project #612738)
  - Letter in support from the Trustees of Reservations
- Cambridge - Bluebikes State-of-Good-Repair, Eight Stations and 65 Bicycles (Community Connections)
  - Letter in support from the Kendall Square Association
  - Letter in support from the Massachusetts Bicycle Coalition (MassBike)
  - Letter in support from Harvard University Managing Director of Transportation John W. Nolan
  - Letter in support from Massachusetts Institute of Technology Senior Campus Planner Melissa Stopa
  - Letter in support from Massachusetts Institute of Technology Office of Government and Community Relations
- Chelsea-Revere - Regional On-Demand Microtransit Pilot Project (Community Connections)
  - Letter in support from Chelsea City Manager Fidel Maltez
  - Letter in support from Revere Mayor Patrick M. Keefe Jr.
- Malden - Canal Street Bicycle Lanes (Community Connections)
  - Letter in support from Green Streets Initiative
- Scituate - Installation of 25 Bicycle Racks (Community Connections)
  - Letter in Support from Scituate Harbor Cultural District
- Lexington - Route 4/225 - Route 128/I-95 Bedford Street/Hartwell Avenue Interchange Design Project (Destination 2050 LRTP)
  - Letter in support for design funding in FFY 2026 from Lexington Town Manager James J. Malloy and Massachusetts State Representatives Michelle Ciccolo and Kenneth I. Gordon
- All Bluebikes Community Connections Project Applications for FFYs 2025-29 TIP
  - Letter in support from City of Boston
  - Letter in support from City of Cambridge
  - Letter in support from City of Somerville
  - Letter in support of Boston's bicycle racks funding request from Town of Brookline

SUMMARY OF COMMENTS RECEIVED DURING TIP PUBLIC REVIEW PERIOD

The MPO board voted to release the draft FFYs 2025–29 TIP document for public review at its April 18, 2024, meeting. This vote initiated an official 30-day public review period, longer than the 21-day minimum requirement. The public review period began on April 22, 2024, and closed on May 22, 2024. The comments received during this public review period are summarized in Table C-2.

To share information about the draft FFYs 2025-29 TIP and solicit comments, staff participated in several engagement activities during the public review period. These included conversations with the Regional Transportation Advisory Council, attending MAPC subregional group meetings and several in-person engagement events, and holding one-on-one meetings with advocacy organizations and other stakeholders to discuss the TIP.

At in-person events including a Bike Month Kick-Off event hosted by several active transportation advocacy organizations in Somerville on April 28, the Wake Up the Earth environmental festival in Jamaica Plain on May 4, and the City of Boston's Open Streets Dorchester event on May 5, all of which attracted a diverse range of participants from many municipalities across the region, staff tabled with informational materials and interactive activities. These events offered staff the opportunity to engage with nearly 400 members of the public about their transportation priorities and discussions about projects being funded.

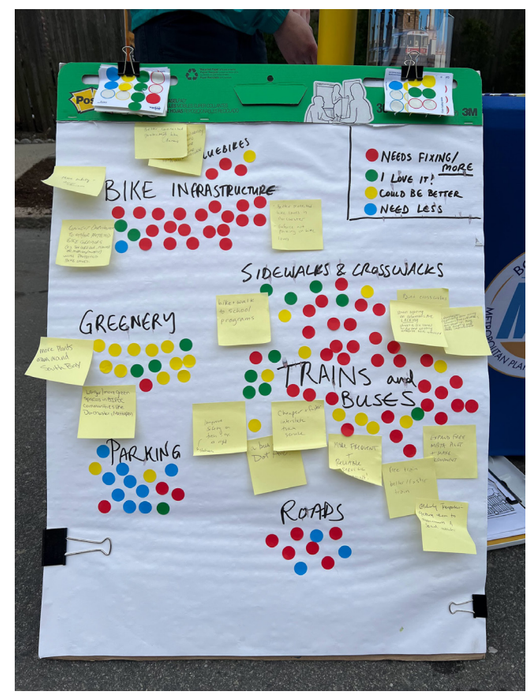
Interactive activities conducted included a streetscape design board (Figure 1) inspired by the online platform Streetmix to engage members of the public in planning their ideal street using elements like bike and bus lanes, sidewalks, green infrastructure, and more. Participants were encouraged to use their transportation experiences and priorities to design a street. This activity encouraged participants to prioritize certain types of infrastructure given the limited space on the street. In discussions with participants, staff learned about individual concerns regarding safety, multimodal infrastructure, and climate resilience.

Staff also facilitated a sticker voting activity (Figure 2) about investment priorities which inquired about the public's perception of different types of transportation infrastructure (bicycle, pedestrian, transit, car, and green). Participants were asked to place colored stickers representing different attitudes under each infrastructure type. This activity offered an accessible way for the public to provide input about their priorities and led to further discussions about transportation ideas, projects, and experiences and the MPO's transportation investment work.

Figure 1
Photo of MPO Streetmix Board

Source: Boston Region MPO Staff

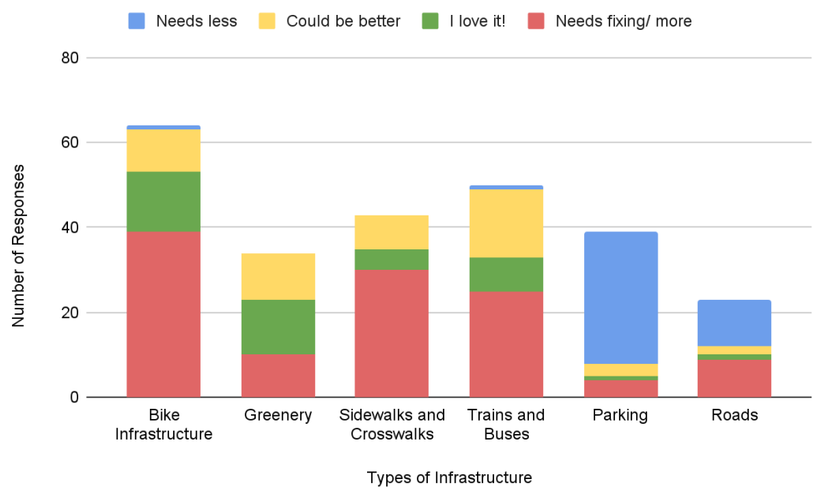
Figure 2
Photos of Sticker Voting Activity at Boston Open Streets Dorchester



Source: Boston Region MPO Staff

Figure 3 represents data collected from approximately 300 individuals at the Wake Up the Earth Festival and the City of Boston's Open Streets Dorchester event via the sticker activity depicted in Figure 2. Across the board, participants voted to fix or expand all types of infrastructure. This was especially true for bicycle infrastructure, sidewalks and crosswalks, and trains and buses, where a vote to fix or add more yielded more than 50 percent of the total votes for each respective category; participants also overwhelmingly voted for less parking (80 percent). Many participants specifically noted the importance of separated bike lanes, improvement to sidewalk infrastructure, and reliability of train and bus services.

Figure 3
Transportation Sentiment Sticker Activity Data Collected from Wake Up the Earth Festival and Boston Open Streets Dorchester



Source: Boston Region MPO Staff

The results of this activity, and of the other engagement conducted during the TIP public review period, highlight strong public support for the prioritization of resilient multimodal infrastructure where users of all modes of transportation can move safely and comfortably. While these results are not representative of the entire Boston Region MPO's needs and priorities, this sampling provides a useful snapshot of sentiment about transportation infrastructure funding priorities in the context of the TIP. Staff will continue to collect these data and share results with the MPO board to inform future TIP development cycles.

The MPO also received a total of 34 written comments, letters, and petitions during the TIP public review period. Comments are summarized along with staff responses in Table C-2.

Table C-2
Public Comments Received during the Public Review Period for the Draft FFYs 2025–29 TIP

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
Project under consideration in FFYs 2025-29 TIP				
FFYs 25-29 TIP/pedestrian safety need	Kate Elizabeth MacLean	Concern	"The Rt. 9 intersection at Temple St. and Rt. 9 in Framingham (West Framingham) is an intersection with a grocery store, a CVS, a bank and many apartments and a university nearby. This intersection needs to be converted to a four way crosswalk to prevent hazardous conditions for pedestrians. Please do not put this off. There's a diagram that this committee created showing what is needed."	Thank you for sharing your concerns about pedestrian safety on Route 9 in Framingham. The Boston Region MPO appreciates your engagement and input. Your comment will be shared with the MPO board as a part of its review of the draft TIP on June 6, 2024. During this meeting, it is anticipated that MPO members will vote on the endorsement of the TIP after taking into account the public comments received during the 30 day public review period, which ends on May 22. All MPO meetings are public, and you are welcome to attend the meeting if you would like to do so. An agenda and information about how to join this meeting will be posted to the MPO's meeting calendar. There are not any projects currently programmed on the TIP that address your concern, but the MPO will also consider your comment in our continuous collection and assessment of transportation needs around the Boston region. Safety is a top priority for the MPO, and feedback about specific safety issues helps us determine priorities for future study and project funding. To continue the conversation, I encourage you to share your concerns with Framingham planning staff, and follow the MPO's Vision Zero Action Plan as we develop strategies to eliminate fatalities and serious injuries on our roadways and improve safety for people walking and biking.
FFYs 25-29 TIP, investment priorities	Rufino Velazquez	Concern	"Thank you for sharing this draft plan. Please continue to divest from highways and roads and invest in better transit and alternative modes of transportation and pedestrian safety. Our cities are already overbuilt for cars, and further investment needs to be made into alternatives and protecting our most vulnerable users."	Thank you for sharing your comments… The investments the MPO makes through the TIP each year are guided by the goals established in our long-range transportation plan for the region, which include safety, equity, resilience, mobility and reliability, access and connectivity, and clean air and healthy communities; the MPO is committed to funding projects that create safe and accessible off-street travel options and connections for pedestrians and bicyclists, improve public transit, reduce congestion and pollution, and support equitable mode shift.
FFYs 25-29 TIP, Holliston- Intersection Improvements at Rt 16 & Whitney St [Design Only] and Project #613477 (MassDOT) Holliston- Linden St Improvements at Robert Adams Middle School (SRTS)	Christina Hein	Support	"I am writing as a resident in full support of the two listed projects for the Town of Holliston, the Washington and Whitney intersection re-design and the Linden Street SRTS multi-use path. Both of these projects will result in significant improvements to safety and access for all road users to a degree not seen in many years."	Thank you for sharing your comments on the Town of Holliston projects programmed in the draft federal fiscal years (FFY) 2025-29 Transportation Improvement Program (TIP) and the expected improvements from these projects…
FFYs 25-29 TIP, Holliston- Intersection Improvements at Rt 16 & Whitney St [Design Only] and Project #613477 (MassDOT) Holliston- Linden St Improvements at Robert Adams Middle School (SRTS)	Cynthia Listewnik	Request/ Concern	"Please consider funding for the following projects to improve safe access in Holliston. Thanks. Project 1 - Linden Street multi-use path improving an existing safe route to school and providing protected access for people who bike and walk from Washington Street to the Woodland Street school campuses and the rail trail. Project 2 - Washington and Whitney Street intersection redesign to address conflict among all road users, including a trail crossing, commuting passenger vehicles and heavy industrial vehicles accessing the adjacent industrial park and transfer station."	Thank you for sharing your comments on the Town of Holliston projects programmed in the draft federal fiscal years (FFY) 2025-29 Transportation Improvement Program (TIP) and the expected improvements from these projects...

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
FFYs 25-29 TIP, 608954 - Weston-Reconstruction on Route 30	Jonathan Buchman	Support	"I'm a resident of Weston for 27 years and I'm also a Builder / Developer in town. That said, the proposed Route 30 roadway improvement and multi use walking / biking / running project will be a huge benefit to not only Weston residents but also to other surrounding towns and Massachusetts residents that use it daily for commuting along this 3.7 mile stretch. It will connect all towns from Wayland / Natick through Weston and Newton into Boston with a safe way for bikers, walkers and runners to use without the alternative, which is to use the existing very busy roadway for cars, trucks etc only. Please approve the funding for this project asap and lets improve Massachusetts for all citizens."	Thank you for sharing your comments... MPO staff will continue to work with our partners at the Town of Weston and MassDOT on this effort and are also working with neighboring communities to advance work to further advance the safety and accessibility of the regional Route 30 corridor.
FFYs 25-29 TIP, 608954 - Weston-Reconstruction on Route 30	Anne Donahue	Oppose	"We are opposed to additional funding for the design and engineering of a shared use bicycle path along Route 30 in Weston. "There are no bikers on route 30. If people want to use bikes they should use the bike paths that they insisted on. The roads are for motor vehicles. END OF STORY!! Roads=cars/trucks. Bike Paths=bikes. We have cold and inclement weather 9 months a year and NO ONE is riding bikes. Stop the nonsense of these ridiculous bike lanes."	Thank you for sharing your comments… MPO staff have been working closely with MassDOT and the Town of Weston in considering these comments in the project development process.
FFYs 25-29 TIP, 608954 - Weston-Reconstruction on Route 30	Ken Skudder	Support	"I wanted to write to you to express my support for the Rt 30 shared use path. I have a friend who lives in Weston right near where this path will be. We both enjoy riding bicycles, and if this path is completed we will be able to do more bike rides that start and/or end in Weston. That'll be pleasant for us, and will also be good for Weston, since we usually get some food and/or coffee before or after a bike ride, which will mean more business for local Weston businesses. This path will also enable people to walk and bike more for transportation, which has huge health and happiness benefits, and helps the planet too. I believe it is a vocal minority who oppose the path, and their arguments against it lack substance (they appear to consist mostly of nonsensical fear mongering and NIMBYism). I hope that construction of this shared use path, which will be such an asset, will not be blocked by these flimsy objections."	Thank you for sharing your comments… MPO staff will continue to work with our partners at the Town of Weston and MassDOT on this effort, and are also working with neighboring communities to advance work to further advance the safety and accessibility of the regional Route 30 corridor.
FFYs 25-29 TIP, 608954 - Weston-Reconstruction on Route 30	Emily Hutcheson	Support	"I'm very much in favor of the shared use path through Weston on Rt. 30. As a life- long 75-year-old resident, I've seen lots of changes over the years and know the value of good projects like this one that connect people in different neighborhoods and towns. I live next to the Mass Central Rail Trail and take daily advantage of it, riding or walking for almost all of my errands, and to walk with friends. What a gift it is to have a safe way to be outdoors biking and walking rather than having to use a car! I'm hoping the people along Rt 30 will know the same gift with the completion of their shared use path. The anonymous group, Focus on Weston, is spreading misinformation about the path that is reminiscent of the NIMBY fear that stopped the Rail Trail 25 years ago. May that not prevail at Town Meeting this time. Please know lots of us are working for the success of this project."	Thank you for sharing your comments on the Town of Weston's Route 30 project, which is funded in the draft federal fiscal years (FFY) 2025-29 Transportation Improvement Program (TIP)…
FFYs 24-28 TIP Project #609204 Belmont Community Path	Aleida Leza	Oppose	Letter in opposition to Belmont Community Path Full letter available in Compiled Public Comments Document.	Thank you for passing along these letters regarding the Belmont Community Path Project…

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
FFYs 25-29 TIP, 608954 - Weston-Reconstruction on Route 30	Marga Hutcheson	Support	"I'm writing in strong support of the proposed shared use path on Rt 30 in Weston (Project File No. 608954). I'm a biker, runner, and walker for both transportation and recreation. (I'm 37. My husband and I live in Weston and don't have a car, so about 85% of our trips outside of the house are on foot or bicycle, 10% are via borrowing my parents' car, and 5% are public transportation.). I strongly believe that we need to invest in accessible recreation/active transportation infrastructure in order to give people of all ages and abilities the ability to enjoy being outside and to get places. The shared use path would do this. I hear you may be getting a number of emails against the shared use path, many of them prompted by outreach by a shadowy/sketchy completely anonymous group called "Focus on Weston" that is spreading inaccurate information about the path. I believe more people in Weston are in favor of the path than against. (It's easier to get people riled up to be against something than to be for it.) I'm writing to you as someone who is strongly in favor of a shared use path (and the overall Rt 30 redesign.) [Commenter provided a list of "pros"" for the project including emissions reductions, ADA compliance, safety, and intersection design. Expressed some concern over tree removal but noted that many of the trees were already dead and their removal for the purpose of the project was better than for single family housing.]"	Thank you for sharing your comments on the Town of Weston's Route 30 project, which is funded in the draft federal fiscal years (FFY) 2025-29 Transportation Improvement Program (TIP)…
FFYs 25-29 TIP, 608954 - Weston-Reconstruction on Route 30	Joel Angiolillo	Oppose	"An anonymous email went out to Weston residents asking them to oppose the Route 30 reconstruction project. (The full text is below.) I would like to speak for the future users, over many generations, of a multi-use path along route 30. Facts: Currently there is no safe way to ride or walk east-west from Wayland/Natick to Waltham/Newton. Route 117, Route 20 and Route 30 are all highly bike/pedestrian unfriendly with no end-to-end sidewalks or bike lanes. Only the most confident bike riders would ever attempt to ride one of these roads. There are no pedestrians using these roads today. Several inflammatory statements were made in the anonymous email (full text below): The proposed design is specifically opposed by American Association of State Highway Transportation Officials (AASHTO) This is not true. The proposed design requires massive removal of trees and relocation of historic stone walls ""massive removal"" = about 50 healthy trees, while MADOT will be planting 2 trees for each removed. (In any case, the proponents seem to be ok with a 5' sidewalk, just not a 10' multi-use path. The 5' sidewalk would require the removal of about as many trees. The scope of the project changed from a sidewalk to a shared use bicycle path. This is true. But it is in response to the new Complete Streets guidelines. The scale and design of the current proposal accommodates the requirements of Mass DOT, not the betterment, safety, or needs of our Town. This is a bike path to nowhere! This is not true. Newton is actively working on the Carriageway. The route 30 bridge across Rt 128 and the Charles is in process. Natick and Wayland have both hope to follow Newton's and Weston's lead."	Thank you for sharing your comments… MPO staff will continue to work with our partners at the Town of Weston and MassDOT on this effort - and look forward to doing so. The MPO is also working with neighboring communities to advance work to further advance the safety and accessibility of the regional Route 30 corridor, not only in Newton where other projects are currently planned or about to be underway, but also in neighboring communities in the west.

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
FFYs 25-29 TIP, 608954 - Weston-Reconstruction on Route 30	Alison Barlow	Oppose	"I am a Weston resident. My family moved to Weston in the mid 1970s, I became a Weston homeowner in 2004 and my parents now live with us. I have served on Weston's Conservation Commission since 2006, but I write to you today with my own separate opinion, not speaking on behalf of the commission. I vehemently oppose the 2-way shared use path that is being proposed along Rte. 30. I oppose it for so many reasons, among them: Weston thought we were initially voting on a 5 ft wide sidewalk, similar to what exists now. Weston should at least be given a chance "turn back the clock" and vote on what is actually being proposed. This stinks. It's a bait and switch (whether it was intentional or not). Weston did not vote to approve the project as proposed. The approx 50 driveway crossings is ridiculous and is not safe for all of those homes, the bikers trying to cross, etc. Cars travel at 45-50mph, a bike lane along that road, even if separated will make a mess of traffic, cars stopping suddenly if they can't get into their driveways, etc. The earthworks for this project is ridiculous and will basically make it an ugly corridor running along the mass pike exposing so many homes, cars, bikers, to the massive, currently hidden highway. The number of trees and walls needing to be removed is absurd. So much screening from the massive Mass Pike highway that Weston already has running though it will be lost. The planned Rte 30 crossing (flip flopping the path from one side or Rte 30 to another) will be a mess with traffic. The path will end in Natick, so far from anything. Who will use this??? Commuters to Boston?? That won't happen for so many months of the year, and really, that means you can't carpool, pick up kids or groceries. VERY impractical. I'm all for biking, but this is absurd. This isn't a place where commuting by bike makes sense. It's not a true suburban space, it's rural. I would still vote for a 5ft wide sidewalk for walkers and an occasional bike. But the proposed 10' bike lane will become a mini road for e-bikes, bikes with motors, and mopeds. This has already happened on other similar paths in Massachusetts, making them unsafe for walkers. Even if bikes with engines aren't allowed, how would this be policed??? It won't be policed, so it shouldn't be built. Total costs are nowhere near close to being defined. I'm happy to discuss this or take part in any conversations on this matter. I hope my opinion is considered."	Thank you for sharing your comments… MPO staff have been working closely with MassDOT and the Town of Weston in considering these comments in the project development process, and will continue to do so.
FFYs 25-29 TIP Project #605857 Norwood Intersection Improvements at Rt 1 & University Ave/Everett St	Joseph Collins	Support	"Please accept this public comment concerning the "Intersection Improvements at Route 1 & University Avenue/Everett Street - 605857" project. I am writing to support the MPO's recommendation to fund this project fully in FY2025 with a construction start date of the beginning of FY2026. This project has been pushed back several times, and I am happy to see that it will finally receive 100% of its funding next fiscal year rather than split the funding between FY2026 & FY2027 as was the plan in the current TIP. Several of Norwood's largest employers are located on University Avenue and Everett Street. Several of them, including, but not limited to, Metropolitan Cabinets & Countertops, UPS, Amazon, MS Walker, MSI Boston, and Taylor New England, use the Route 1/University Avenue/Everett Street intersection dozens of times each day to access Route 1 and 95. The upgrade to the intersection will provide each company with significant improvement in shipping and receiving operations, significantly improving each company's operational efficiency."	

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
FFYs 25-29 TIP, Holliston- Intersection Improvements at Rt 16 & Whitney St [Design Only] and Project #613477 (MassDOT) Holliston- Linden St Improvements at Robert Adams Middle School (SRTS)	Carol Bailey	Support	"I am in favor of the 2 Holliston projects. #1 Linden Street: our children need safe access to the schools . Improvements are always needed and welcome. #2- Whitney/Washington St will make that intersection safer for the trail crossing and vehicles in that area , and to have a clear direct safe and steady passage for commercial trucks and vehicles entering and exiting the Industrial Park."	Thank you for sharing your comments on the Town of Holliston projects programmed in the draft federal fiscal years (FFY) 2025-29 Transportation Improvement Program (TIP)…
FFYs 25-29 TIP, Holliston- Intersection Improvements at Rt 16 & Whitney St [Design Only] and Project #613477 (MassDOT) Holliston- Linden St Improvements at Robert Adams Middle School (SRTS)	Karen Apuzzo Langton	Concern	"Holliston- Intersection Improvements at Route 16 and Whitney Street [Design Only] Is desperately needed to improve the safe flow of heavy commercial vehicle to and from the main entrance of Lowland Industrial Park at the intersection of Route 16 and Whitney - which services all businesses in the industrial zone. This improvement will assist in stopping heavy commercial cut-though truck traffic using a safe route to school woodland and redirect it to stay on Route 16 @ Whiney where the improvements will make it easier for this traffic to use. HOLLISTON- LINDEN STREET IMPROVEMENTS AT ROBERT ADAMS MIDDLE SCHOOL (SRTS) - this is needed to improve the safety of this area. We have already had an altercation with a car and a student. Linden street is a multi - use road that bisects a safe routes to school."	Thank you for sharing your comments on the Town of Holliston projects programmed in the draft federal fiscal years (FFY) 2025-29 Transportation Improvement Program (TIP)…
Malden Rt 60 Improvements Design project (FFYs 25-29 TIP application)	Stephen Winslow	Request/ Concern	"On behalf of the Malden City Council I am writing to call for the FY 2025 – 2029 TIP to include funds to redesign the vital Route 60 Corridor through Malden. Route 60 runs east to west the length of Malden connecting several environmental justice neighborhoods to Malden Center. The purpose of undertaking a redesign of Route 60 will be to allow a project conceived and constructed in the 1970's as primarily a project to move autos along the corridor to be transformed into a street that re-connects rather than separates our City. The project will further several regional efforts to provide more equitable mobility choices to Malden residents and beyond. In 2022, the MBTA and the City agreed to work on a community connections grant to demonstrate the effectiveness of bus lanes along this corridor. That project with great effort on the part of the MBTA and the City to overcome antiquated traffic signal equipment has resulted in 20% fewer crashes along the corridor while providing more efficient and safe mobility to the bus riders, pedestrians and bicyclists who travel along or cross Route 60. Design funds will allow Malden to plan out and ultimately help fund additional measures to enhance mobility and safety along the corridor. In terms of buses and bicycles, design funds will develop lay-outs to improve intersection operations and the installation a cycle track to connect the Northern Strand Trail to MBTA's Malden Station. New lay-outs will also provide better pedestrian connections along and across the corridor and help reconceive Route 60 as more of an urban boulevard than a 2 to 4-lane suburban highway. The Council has already voted to change zoning along stretches of Route 60 to implement the MBTA Community Housing law. Design funds will ensure that new residential options planned and constructed will ensure transit, walking and bicycling prove to be safe and reliable modes to travel for work, school, shopping and recreation for all residents in Malden."	The MPO appreciates the continued engagement that Malden has had in advancing projects through the TIP and drive to deliver new ones in future TIP cycles. This year's application cycle was marked by a broad and diverse array of competitive projects that exceeded the MPO's capacity and funding to support. The MPO voted to utilize its resources to support municipalities that had not had access to TIP funding in some years, and in some cases decades. The pilot funding for project design in the FFYs 2025–2029 TIP may serve as a sound foundation for a greater number of communities to advance new projects in future TIP cycles, while enabling stakeholders to learn from this pilot experience and ensure this execution is done successfully. We will continue to work with the City to ensure that its future transportation needs, commensurate with the city's demonstrated intention to expand safe access to housing, commerce, and recreation, can be met through the best funding mechanisms available.

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
FFYs 25-29 TIP, several projects	Jason Palitsch	Support/ Concern	Letter regarding several TIP projects Full letter available in Compiled Public Comments Document.	The MPO will continue to collaborate with regional stakeholders, like the 495/ MetroWest Partnership, to advance regional priority projects through MPO funding programs. Staff are collaborating around the identification of such projects for both the TIP and Long Range Transportation Plan, and would be happy to discuss and investigate the I-495/Route 9 project further. Regarding delayed projects, the MPO and MassDOT will work with the municipal project proponents to keep these much-needed projects on track. I am pleased to note that, in the case of Project 610722 - Acton, Boxborough, and Littleton: Pavement Preservation on Route 2, the project's absence from the FFYs 2025–29 TIP is because it has been accelerated out of that five year timeframe into FFY 2024, and was advertised for construction bids this past March 30th.
FFYs 25-29 TIP, Swampscott Rail Trail	Kimberly Nassar	Oppose	Letter in opposition to Swampscott Rail Trail project Full letter available in Compiled Public Comments Document.	Thank you for passing this along, I'm confirming receipt here. We appreciate your feedback on the Swampscott Rail Trail project and will ensure that your letter is shared with the MPO board during its review of the draft TIP on June 6, 2024
Malden Rt 60 Improvements Design project (FFYs 25-29 TIP application)	Malden Congressional Delegation (State Sen. Jason Lewis, State Reps Steven Ultrino, Kate Lipper-Garabedian, Paul Donato	Request/ Concern	Letter in support of Malden Rt 60 Improvements Design project (request for programming) Full letter available in Compiled Public Comments Document.	The MPO appreciates the engagement that the City of Malden and its stakeholders have had in advancing projects through the TIP and interest in furthering a safe, accessible, and multimodal transportation network for all. This year's initial design funding pilot application cycle was competitive, with fifteen applications received, of which the MPO could only support a fraction. The MPO hopes that the projects selected will serve as a foundation for a greater number of communities to advance new projects in future TIP cycles, while enabling stakeholders to learn from this pilot experience. While not all applications were funded, those that were not demonstrate the significant demand for continued investment by the MPO in this critical area. We will continue to work with the City and our partners at MassDOT, the MBTA and MAPC to ensure that future transportation investment will address the needs that community members have expressed.
Project #611982 – Medford– Shared- Use Path Connection at the Route 28/Wellington Underpass	Karl Alexander	Support	"I'm writing on behalf of the Mystic River Watershed Association (MyRWA), whose mission is to protect and restore the Mystic River and its tributaries. Our vision is a healthy, vibrant, and resilient Mystic River Watershed for the benefit of all our community members. MyRWA works with residents to protect water quality, restore important habitats, build climate resilience, transform parks and paths, inspire youth and grow community. Our Mystic Greenways vision is bringing to reality a 25-mile, high-quality network of greenways for active transportation and recreation, enhanced climate resiliency, and improved physical and mental health outcomes for residents of our watershed and Commonwealth. We are delighted that the Boston Region MPO has voted to fund Project #611982 – Medford– Shared-Use Path Connection at the Route 28/Wellington Underpass ($5,509,294) in FFY25, hich was previously funded under MassDOT's statewide highway program. The underpass, a project which is included in our greenways vision and one that we helped to spearhead in ollaboration with DCR, MassDOT and the City of Medford, will provide a vital connection for the region's greenways and eliminate a dangerous at-grade crossing of State Route 28. Projects like this will help to reduce the region's reliance on single occupancy vehicles for everyday commuting needs."	Thank you for sharing your comments on the Medford Shared- Use Path Connection project programmed in the draft federal fiscal years (FFY) 2025-29 Transportation Improvement Program (TIP)…

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
Project #609204 Belmont Community Path, FFYs 2025–29 TIP	Paul Cobuzzi	Concern	"I am writing to you because I have reservations concerning the Belmont Community project# 609204 proximity to the live MBTA Fitchburg Commuter rails. I believe the planned distance is 10.5 feet from the northern most rail. There have been so many changes to the specifications that who knows what to believe. The proposed fence(steel or titanium or whatever) could be cut with a diamond blade. Yes, they sell them for hacksaws too in hardware stores. Right now, the MBTA keeps the number of 'trespassers' to a minimum, keeping the home break ins, homes Invasions, assorted damage and home burglaries to a minimum. What will happen when the machines that plow the tracks and the paths, pack the snow and ice against the fences and the accumulation fills in between the chain links and freezes, then bends the fence so heavily that the fence posts lean under the weight and snaps the fasteners that hold the chain links to the posts? The town will do nothing. What will happen when holes are cut by the trespassers(adults or students) seeking shortcuts across the live tracks because no one will walk 1/4 mile around to the tunnel when they can just short cut thru the fence? The town will do nothing. The Town has repeatedly stated they will not maintain this fence or any other part of the path. They will not patch the holes or repair any other damage. The Windbrook public grammar school located north of the MBTA tracks graduates between 80 to 100 students per class, depending on the year. Most of them probably will travel south thru the proposed new tunnel to attend the new High school/Middle school each morning. An equal number could travel north in the afternoon. That could be as many as 700 students each way, for grades 6 thru 12, that is 1,400 trips more or less daily. The CPPC has estimated as many 1000 users per day each way, East to West and West to East. That is another 2000 users daily. The CPPC wish to make project# 609204 into a playground. They have not called it that yet. But, they will be encouraging our children to play up there by adding lights and benches. That technically makes it a park. When you increase the population(trespassers), you increase the crime and the accident rate. On May 13, 2024, Boston news WCVB channel 5 reported the headline: "Two people dead after being hit by MBTA Commuter Rail train". This happened on the Framingham/Worcester line. Part of the article read "The tracks run parallel to a bicycle park for children. Just thought I would give you a heads up!!! Thank you añd sincerely."	Thank you for sharing your comments on the Town of Belmont's Community Path project…
MBTA funding, FFY 2024–28 TIP Amendment 7	Joel Schwartz	Concern	The systemic lack of maintenance on MBTA trains and tracks is how it got into the disaster it is at the moment. The allocation of 0 dollars for maintenance in out years in this plan is a recipe for disaster. I know money is tight, but you must reallocate some money to maintenance.	

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
FFYs 25-29 TIP, 608954 - Weston-Reconstruction on Route 30	Rebecca Mercuri and Lou Mercuri	Concern/ Request	"We are writing regarding the Route 30 Reconstruction Project (#608954) in Weston. In the draft 2025-2029 FFY TIP, the project is placed in the FFY 2027 budget year. In May 2023, as part of the TIP comment period, 110 residents signed a letter of concern regarding this project, with the primary concern being the proposed implementation of a two-way shared use path. In spite of our best efforts to engage the Town and its consultant on specific design alternatives to the proposed shared use path, the 25% design has not changed since the design direction was communicated in 2019. There has been little to no meaningful engagement to understand and fully consider design alternatives with the 100+ property owners who are directly impacted by the project. In recent months statements have been made by Town officials and others familiar with the project, that the Route 30 Reconstruction will not be funded by MassDOT and the Boston MPO unless the two-way shared use path is included, as proposed, consistent with the 25% design submission. To provide clarity on this topic, we respectfully ask for your guidance on the following questions: Can you confirm or deny that funding for the Route 30 Reconstruction TIP project will be denied, and the project will be dropped by MassDOT, if the Town of Weston does not support the currently proposed two-way shared use path along the entire 3.7-mile length of Route 30 in Weston? Is it true that no alternative options, such as separated bike lanes or single-direction shared use paths on each side of the road, will be considered or accepted for the project? We look forward to hearing from you on this."	We understand and appreciate the continued engagement that Weston Residents have had as this project has advanced. The Boston Region MPO has worked closely with the Town of Weston and MassDOT as the project has progressed to relay the feedback we have received from the public. It is our understanding that the Town and its consultants have advanced design funding to further the Route 30 project thanks to a successful vote at a recent Town Meeting. This funding will allow for the project to continue beyond the 25% design stage, and its our understanding that the town and MassDOT will continue to engage the public around the project as it progresses. Given that the Town has funding for a design that is not only consistent with the MPO's goals and objectives, but mirrors investments being made by the City of Newton and MassDOT to the east, is encouraging follow-on work from Natick at the western edge of the project, and meets MassDOT's design requirements for safety and accessibility, the project is not at risk for removal from the TIP. MPO staff will continue to work with the Town and MassDOT to ensure that this project and the design it will implement deliver the best possible outcome for users of this significant regional connector.

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
Project #609204 Belmont Community Path, FFYs 2025–29 TIP	UNKNOWN (A W)	Concern	"I am writing to express serious concerns regarding Project #609204 the proposed Belmont Community Path. The extremely pertinent backstory is that the town of Belmont hired The Pare Corporation to conduct a feasibility study to decipher the best route of the path. The Southside of the train tracks was the selected route by the unbiased professional corporation tasked with deciding the best placement. Additionally, abutters to this proposed Path have raised countless concerns and vehemently opposed this path being placed on the north side of the tracks behind their homes. Also countless neighborhood residents submitted letters of opposition in 2021 when previous comment periods were open. However, the town of Belmont has continuously disregarded the independent expert findings of the Pare Corporation, the objections of the abutters, and disapproval of members of the neighborhood and have forced the selected path route on the north side of the tracks. This project should not be funded as currently proposed on the north side. Please allow the impartial and rightfully sought after route of this path to be placed on the south side of the tracks or on another route as many other routes have been proposed. If the town continues to improperly fight for the less feasible option, contrasting the very experts they paid to decide the best route, please do not fund this. The north side is not the right side. Other pertinent factors are that the abutters were promised on multiple occasions to have a say in the fencing between their homes and the Path. There was even an advertised abutters walk in April 2024 for feedback from the neighborhood on their desired fencing. Now it seems to have all been for show, as a four foot post and rail fence dividing this path from homes has somehow been decided. The very people who will be forced to live with thousands of people traveling directly behind their homes have been mislead on multiple occasions. This project is expected to be funded by MassDot- how can a project that has so much opposition and contradictions to expert findings be funded? There has been zero accountability within this project. Please consider how unfair and wrong this is. A last Point so that you are fully aware of a grave fault in the current proposed Path is that there is a building standing in the way of the North side route of the path. Safety guidelines require a minimum amount of feet between the live railroad tracks and the path. The occupied building makes it so that the required bare minimum distance of necessary separation does not seem achievable given the minimum path width. Pedestrian safety should be of the utmost concern to everyone. How could the proposed path be placed here. Not having the minimum square footage separating the live rail and the path is a direct violation of known laws and rules meant to keep people safe. This route appears inoperable for a path. Also abutters should not be mislead, the serious lack of accountability is obvious. Building the path on the expert decided south side of the tracks solves these concerns. The feasibility study has been paid for and is complete. The clear and concise findings are in writing and there is no way to deny what the legitimate answer is- this path should have been presented to MassDot on another route- not the north side. Please do not fund this deceptive project until honesty and transparency prevail. All paths lead to not placing this path on the north side of the tracks given the safety concerns and the objections of abutters. How and why have all these issues been completely ignored?"	Thank you for providing comment on the Belmont Community Path project, which is funded in FFY 2026 of the Transportation Improvement Program…

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
Malden Rt 60 Improvements Design project (FFYs 25-29 TIP application)	Mayor Gary Christenson	Request	Letter in support of Malden Rt 60 Improvements Design project (request for programming) Full letter available in Compiled Public Comments Document.	We greatly appreciate the strong engagement that the City of Malden, including Mayor Christenson and others, have had in this year's TIP Development Cycle and will be sure to advance all comments received on the FFYs 2025–29 TIP (and its projects) to the MPO board for their consideration. In addition to advancing these comments, MPO staff will also continue to track the Route 60 project within the TIP Universe of Projects as we recognize its role as a priority corridor not only for the City but also for neighboring communities as well. We look forward to continuing to work with stakeholders in the area to try and advance projects that will deliver the outcomes requested by the many members of the Malden community that we have heard from. We also appreciate the city's flexibility and willingness to adjust the scope of work to try and meet some of the resource constraints that influenced not only the selection of design projects this TIP cycle, but also construction projects as well.
Malden Rt 60 Improvements Design project (FFYs 25-29 TIP application)	Allison Durak	Concern	"Dear Chair Mohler and Members of the Boston MPO: It has come to my attention that funds have been shifted away from the redesign of the Route 60 Corridor here in Malden. I have seen that Malden has invested in beautifying and creating safe spaces for its locals in recent years. Does this not include Route 60? I have attended town hall meetings here in my hometown. I know Route 60 is a pain point, so why doesn't the city move forward with its plans for welcoming town structures and roads? As a mother, I am concerned the city isn't taking enough action for my son's safety especially when I expected one thing and there are now plans to alter course. Please do not remove funds from the redesign of Route 60 Corridor or help me understand what is more important and why you have changed your mind. Let's keep and include the funds for the Route 60 Corridor redesign in FY 2025 - 2029 if not for you, for my son. He can't drive a car. He's still a pedestrian."	Thank you for sharing your comments…The Boston Region MPO piloted a new funding program in the FFYs 2025–29 TIP cycle to provide funding to municipalities to design transportation projects. The City of Malden, among many other communities, submitted applications for funding through this program, one of them being for the Route 60 corridor and another for Commercial Street. Given the competitive nature of this new program and the constrained funding and staff resources on hand to facilitate it, only a fraction of the applications received by the MPO could be funded. Given this is a pilot program, the MPO hopes that stakeholders - including the MPO and other project delivery partners - can learn from this experience to create a broader and more long term opportunity for municipalities to utilize. The number of applications the MPO received certainly demonstrates the demand that communities in the Boston Region have for design funding support. While the Route 60 project is not currently on the TIP, as it did not advance through those initial funding rounds, the MPO will continue to work with the City of Malden and other communities that were not selected this year to try and advance these worthy projects.
Swampscott Rail Trail Project #610666 (FFYs 2025–29 TIP Project in FFY 2028)	Maura Carroll	Oppose	Letter in Opposition about Swampscott Rail Trail Project 610666. Full letter available in Compiled Public Comments Document.	I have added your comment letter to the file. Thank you for passing it along. We will be certain to advance this comment and others we have received to the MPO Board for their consideration at the June 6 MPO Board meeting, during which it is anticipated that members will vote on the endorsement of the FFYs 2025–29 TIP.

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
Route 30 Reconstruction project in Weston #608954	Rebecca Mercuri, Lou Mercuri, Kayla Mercuri, Lenore Zug, Lobel David Robbins, Matt Lane, Jessica Moy, Jon Moy, James Dwinell III, Ellen Dwinell, Mohammed Hassan, Thamina Hassan, Constance Moore, Sheila Smallwood, Laurie Endlar Lee, Paul Davenport, Aviva Jeruchim, William Davenport, Joan Marion Parrish, Susan Zacharias, Jim Kappel, Nancy Kappel, Henry Fizer, Gabriel Fizer, Carol Fizer, Sarah Butera, Steve Butera, Artemis Willis, Nagy Mikael, Lillian Mikael, Michael Lee, Doreen Mirley, John Mirley, Victoria Huber, Tony Brooke, Alison Barlow, Janet K. Fronk, Michele Schuckel, John R. Barlow, Julia M. Barlow, Joan Kertis, Katherine A. Barlow, Barbara Gilman, Richard Gilman, Neil Diver, Katherine Diver, Frank Caine, Becky Ames, Paul Donahue, John McDonald, Janice Kaplan, Barbara Baker, Robert Froh, Richard Flynn, Laura Schiff Bean, Warren Pinckert, Beverly Watson, Steve Watson, Sheila Weinstock, Norman Weinstock, Linda Harding, John Harding, Barbara Bush Meissner, Cody Meissner, Natty MacArthur, Andi Shaw, Doug Shaw, Susan Schaefer, Christian Halby, Marty Broff, Jenifer Lipson, Freya Bernstein, Louis Grossman, Amy Gerson, Bruce Pastor, Richard Tedlow, Donna Staton, Barbara Bowen, Kathie Collman, Bob Collman, Nancy Lukitsh Linda Davidson Barry Davidson Duncan Warden Gail Warden, Margaret Ewald, Laraine Levy, Jeff Levy, Al Aydelott, Richard DiVito, Margaret Griner, Paul Griner, Tom Keery, Laura Keery, Gary Lee, Rachel Stewart, Janice Glynn, Rochelle Nemrow, John Sallay, Anne Sallay, Hugh Pearson, Gustav Christensen, Bette Pearson, Vivake Pearson, Paul Brontas, Richard Trant, Sherwin Greenblat, Joyce Flaherty, Richard K Babayan, Sonya Nersessian, Lawrence Lee, Nicole Lee, Alexandra Lee, Madeline Lee, Charlotte Lee, Averill Bromfield, Mary Bromfield, Jonathan Chase, Laura Dixon, Clarence Dixon, Doug Garron, Lorna Garron, Jennifer Garron, Amy Silverstein, Roxanne Ferreiro, Jack O'Donnell, Andrew Tamoney, Susan Tamoney, Elizabeth Messina, Mark Messina, Fernanda Bourlot, Barbara Fullerton, Burt Fullerton, Diana Chaplin, Nina Danforth, Clifford Abrecht, Michele Abrecht	Oppose	Petition in Opposition about Route 30 Reconstruction project in Weston #608954. Full petition available in Compiled Public Comments Document.	Thank you for passing this along. We are in receipt of your letter and will make sure it is incorporated into the list of other comments that we have received around the project, which will be shared with our MPO members as we anticipate a vote to endorse the Draft FFYs 2025–29 TIP on June 6.

Project	Name	Support / Oppose / Request / Concern	Comment or Summary of Comment	Response or Summary of Response
Route 30 Reconstruction project in Weston #608954	Neil Diver, Katherine Williams, Frank Caine, Becky Ames, Paul Donahue, John Mc Donald, Lise Revers, Janice Kaplan, Barbara Baker, Robert Froh, Richard Flynn, Laura Schiff Bean, Warren Pinckert, Beverly Watson, Steve Watson, Sheila Weinstock, Norman Weinstock, Linda Harding, John Harding, Barbara Bush Meissner, Cody Meissner, Natty MacArthur, Andi Shaw, Doug Shaw, Susan Schaefer, Nolte Circle, Christian Halby, Marty Broff, Jenifer Lipson, Freya Bernstein, Louis Grossman, Amy Gerson, Bruce Pastor, Richard Tedlow, Donna Staton, Barbara Bowen, Kathie Collman, Bob Collman, Nancy Lukitsh, Linda Davidson, Barry Davidson, Duncan Warden, Gail Warden, Margaret Ewald, Laraine Levy, Jeff Levy, Al Aydelott, Diana Chaplin, Richard DiVito, Maragaret Griner, Paul Griner, Tom Keery, Laura Kerry, Gary Lee, Janice Glynn, John Sallay, Anna Sallay, Rachael Stewart, Rochelle Nemrow	Oppose	Petition in Opposition about Route 30 Reconstruction project in Weston #608954. Full petition available in Compiled Public Comments Document.	Thank you for passing this along and providing feedback on the FFYs 2025–29 TIP. We will make sure that your feedback is considered alongside other comments received around both the Route 30 project and the broader TIP…
FFYs 24-28 TIP Project #609204 Belmont Community Path	Patrice Garvin	Support	Letter in support to Belmont Community Path Full letter available in Compiled Public Comments Document.	
TIP evaluation criteria	Michael F. Zullas	Concern	Letter regarding TIP evaluation criteria and MBTA Communities Act compliance penalties Full letter available in Compiled Public Comments Document.	
TIP process, content, equity considerations	Regional Transportation Advisory Council	Support/ Concern	Letter in regarding TIP process, content, and equity considerations Full letter available in Compiled Public Comments Document.	
TIP content	MBTA Rider Oversight Committee	Support	Letter in support of projects programmed in FFYs 2025-2029 TIP Full letter available in Compiled Public Comments Document.	

Comment Letters Received During TIP Public Review

The following formal comment letters were received during the development of the FFYs 2025-29 TIP:

- Letter regarding TIP process, content, and equity considerations from Regional Transportation Advisory Council
- Letter in support of projects programmed in the Transit Transformation, Community Connections, and Bicycle and Pedestrian Programs from the MBTA Rider Oversight Committee
- Weston – Route 30 Reconstruction (Project #608954)
- One petition in opposition with 58 signatures
- One petition in opposition with 137 signatures
- Swampscott – Rail Trail Construction (Project #610666)
- One letter in opposition from Maura Carroll and Bill Carroll
- One letter in opposition from Kimberly S. Nassar
- Belmont – Community Path, Belmont Component of MCRT Phase 1 (Project #609204)
- One letter in opposition from Aleida Leza, Darin Takemoto, and Paul Cobuzzi
- One letter in opposition from Aleida Leza and Darin Takemoto
- One letter in support from Patrice Garvin on behalf of the Belmont Community Path Project Committee
- Malden – Route 60 (Eastern Ave and Centre Street) Improvement Project (design funding application)
- One letter in support from State Senator Jason Lewis, State Representative Steven Ultrino, State Representative Kate Lipper-Garabedian, and State Representative Paul Donato
- One letter in support from Malden Mayor Gary Christenson
- Letter regarding several projects from 495-MetroWest Partnership
- Letter regarding TIP evaluation criteria in relation to MBTA Communities Act compliance from Milton Select Board

These letters are available on the June 6, 2024, MPO meeting calendar, in a document entitled FFYs 2025-29 TIP Public Comments Compiled.

Appendix D

Geographic Distribution of TIP Funding

OVERVIEW OF CONTENTS

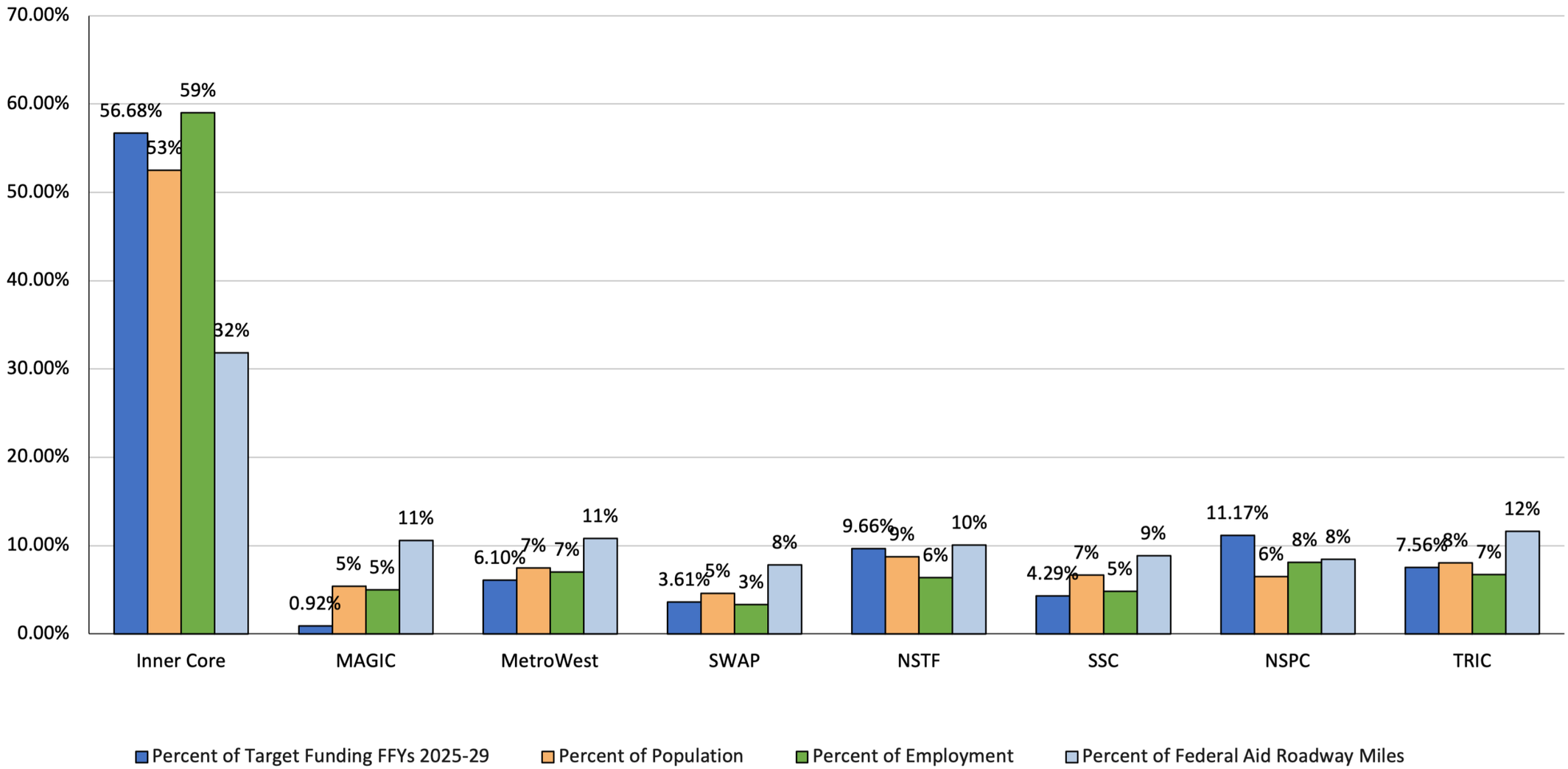
Appendix D provides information about the geographic distribution of federal highway funding in the Boston region in the federal fiscal years (FFYs) 2025–29 Transportation Improvement Program, as well as for all years since 2011. It includes the distribution of the Boston Region MPO's Regional Target Program funding (the MPO's discretionary funding) and funding for projects and programs prioritized by the Massachusetts Department of Transportation. Funding amounts shown include the state's matching funds that leverage the available federal funds.

Figures D-1 through D-4 summarize the distribution of the MPO's Regional Target Program funding and all federal highway funding by subregion. Funding is shown for the time period covered by this TIP (FFYs 2025–29) and over a longer time horizon (FFYs 2011–29). Table D-1 shows the breakdown of this data for each municipality in the Boston region for FFYs 2025–29.

PURPOSE

The analysis presented here provides details about how the MPO has allocated its federal transportation highway dollars across its geographic region by showing which municipalities and areas of the Boston region have received highway funding for the construction of transportation projects. This data was first compiled for FFYs 2008-13 in response to the Boston Region MPO's 2014 Certification Review by the Federal Highway Administration and Federal Transit Administration.

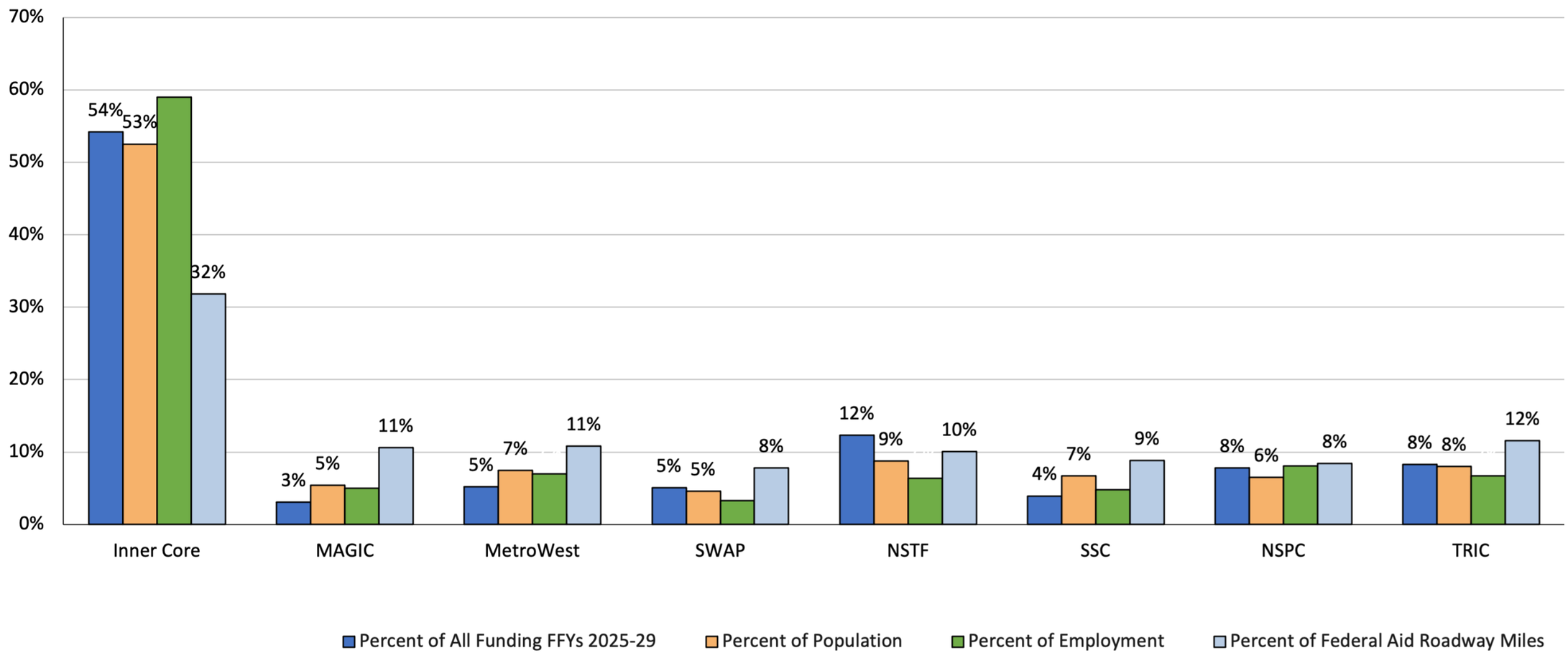
Figure D-1
Distribution of Regional Target Funding by Subregion (FFYs 2025–29)



Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

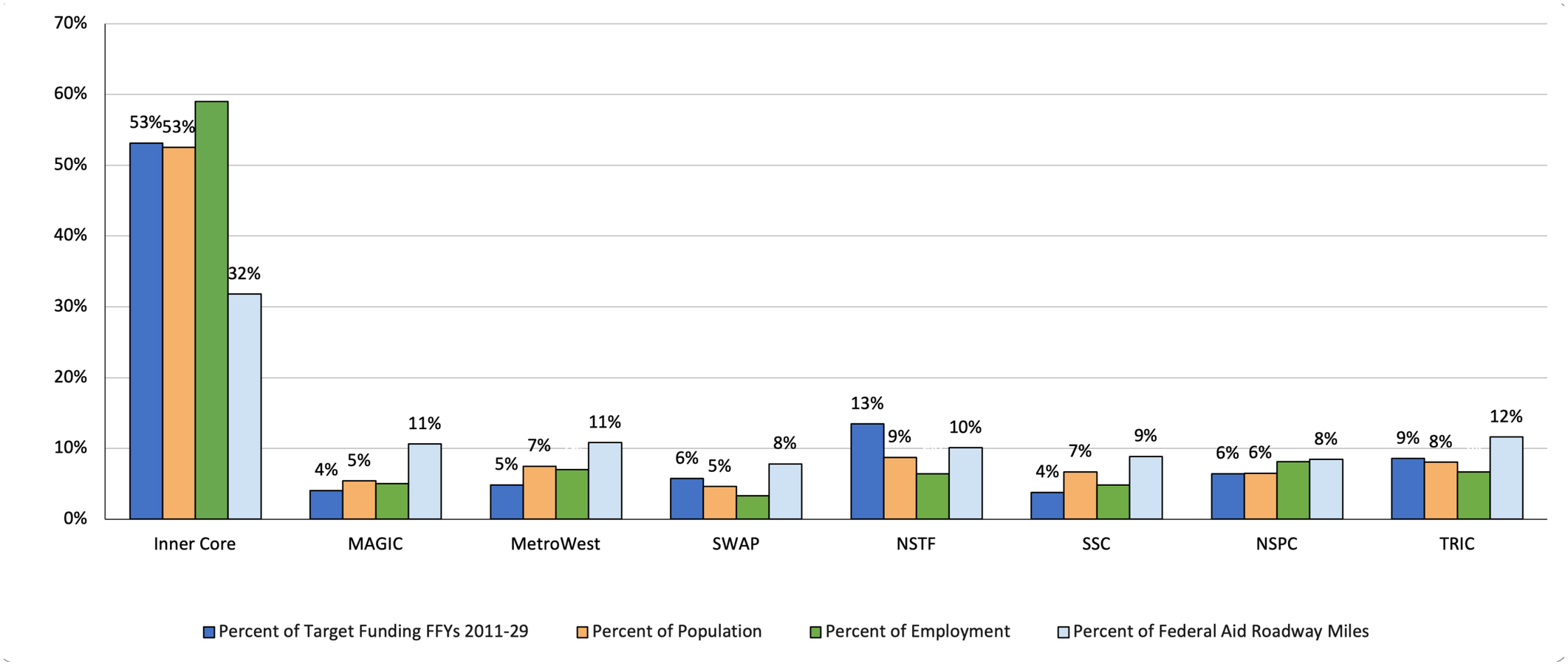
Figure D-2
Distribution of All Federal Highway Funding in the Boston Region by Subregion (FFYs 2025–29)



Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

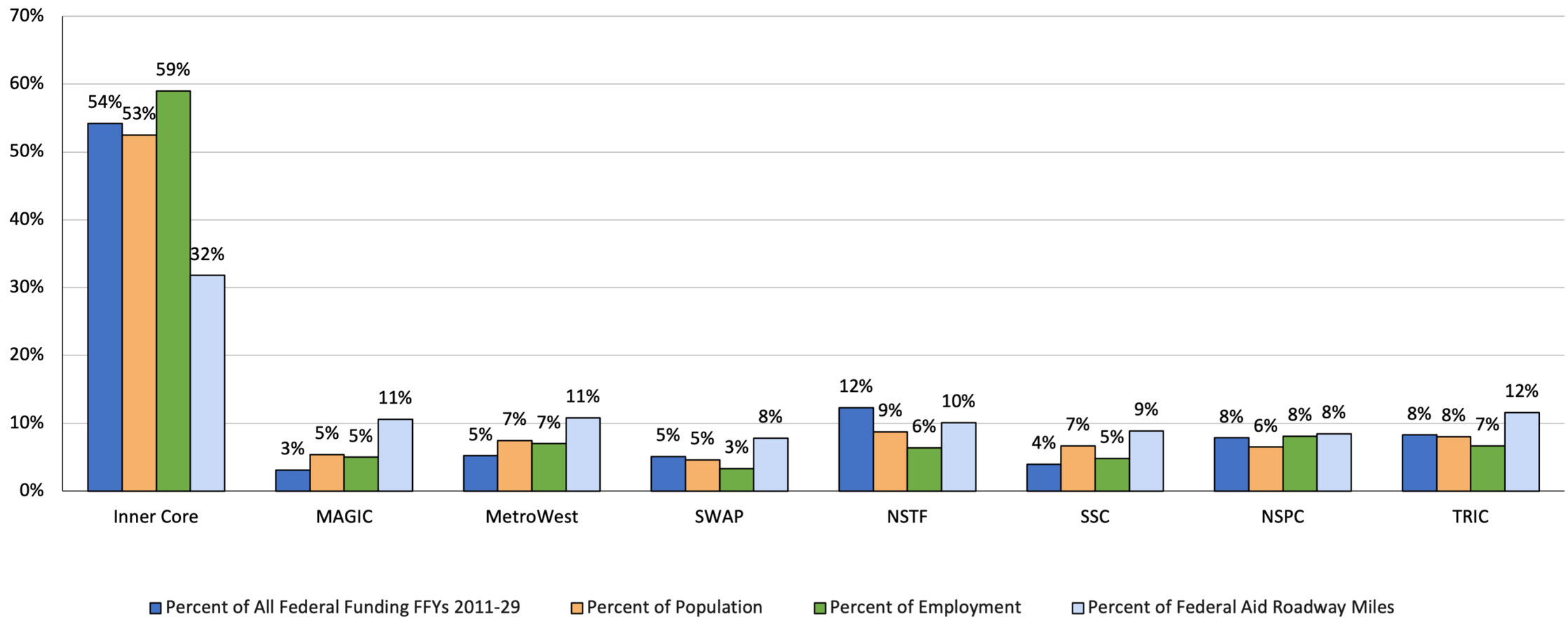
Figure D-3
Distribution of Regional Target Funding by Subregion (FFYs 2011–29)



Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

Figure D-4
Distribution of All Federal Highway Funding in the Boston Region by Subregion (FFYs 2011–29)



Subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Source: Boston Region MPO.

Table D-1
Federal Highway Programming for Municipalities in the Boston Region (FFYs 2025–29)

MPO Municipality	Subregion	Community Type	Percent Population	Percent Employment	Percent Federal Aid Roadway Miles (2016)	Regionally Prioritized Target Funding (FFYs 2025–29)	Percent Regionally Prioritized Target Funding	State Prioritized Funding	Percent State Prioritized Funding	Total Funding (Regionally Prioritized and State Prioritized)	Percent Total Funding (Regionally Prioritized and State Prioritized)	FFYs 2011–29 (Target)	FFYs 2011–29 (State)	FFYs 2011–29 (All)	Percent 2011–29 Target	Percent 2011–29 State	Percent 2011–29 All
Boston	Inner Core	Inner Core	20.1%	33.3%	11.1%	$133,516,870	19.9%	$294,419,621	18.8%	$427,936,491	19.1%	$294,419,621	$427,936,491	$196,935,577	18.76%	19.11%	19.11%
Somerville	Inner Core	Inner Core	2.4%	1.5%	1.2%	$90,588,127	13.5%	$231,698,858	14.8%	$322,286,985	14.4%	$231,698,858	$322,286,985	$184,056,811	14.76%	14.39%	14.39%
Hopkinton	SWAP	Developing Suburb	0.6%	0.5%	1.0%	$0	0.0%	$72,273,687	4.6%	$72,273,687	3.2%	$72,273,687	$72,273,687	$11,346,584	4.60%	3.23%	3.23%
Beverly	NSTF	Regional Urban Center	1.3%	1.2%	1.2%	$0	0.0%	$50,994,954	3.2%	$50,994,954	2.3%	$50,994,954	$50,994,954	$38,972,530	3.25%	2.28%	2.28%
Natick	MetroWest	Maturing Suburb	1.1%	1.0%	1.2%	$7,656,912	1.1%	$40,355,157	2.6%	$48,012,069	2.1%	$40,355,157	$48,012,069	$30,456,681	2.57%	2.14%	2.14%
Cambridge	Inner Core	Inner Core	3.5%	7.1%	1.8%	$385,456	0.1%	$79,586,223	5.1%	$79,971,679	3.6%	$79,586,223	$79,971,679	$45,373,097	5.07%	3.57%	3.57%
Wilmington	NSPC	Maturing Suburb	0.7%	1.1%	1.3%	$37,452,645	5.6%	$24,970,700	1.6%	$62,423,345	2.8%	$24,970,700	$62,423,345	$43,894,003	1.59%	2.79%	2.79%
Salem	NSTF	Regional Urban Center	1.3%	0.9%	0.7%	$24,816,586	3.7%	$48,182,285	3.1%	$72,998,871	3.3%	$48,182,285	$72,998,871	$35,546,555	3.07%	3.26%	3.26%
Lynn	Inner Core	Regional Urban Center	3.0%	1.3%	1.3%	$54,698,640	8.2%	$50,297,024	3.2%	$104,995,664	4.7%	$50,297,024	$104,995,664	$67,071,331	3.20%	4.69%	4.69%
Norwood	TRIC	Regional Urban Center	0.9%	1.1%	1.0%	$27,636,336	4.1%	$1,668,001	0.1%	$29,304,337	1.3%	$1,668,001	$29,304,337	$35,588,616	0.11%	1.31%	1.31%
Milton	TRIC	Maturing Suburb	0.9%	0.1%	1.3%	$0	0.0%	$28,224,439	1.8%	$28,224,439	1.3%	$28,224,439	$28,224,439	$0	1.80%	1.26%	1.26%
Peabody	NSTF	Regional Urban Center	1.6%	1.1%	1.4%	$15,272,235	2.3%	$0	0.0%	$15,272,235	0.7%	$0	$15,272,235	$30,492,095	0.00%	0.68%	0.68%
Chelsea	Inner Core	Inner Core	1.2%	0.8%	0.6%	$21,802,029	3.3%	$30,990,670	2.0%	$52,792,699	2.4%	$30,990,670	$52,792,699	$33,695,642	1.97%	2.36%	2.36%
Framingham	MetroWest	Regional Urban Center	2.2%	2.1%	2.5%	$7,107,213	1.1%	$20,391,409	1.3%	$27,498,622	1.2%	$20,391,409	$27,498,622	$20,783,343	1.30%	1.23%	1.23%
Brookline	Inner Core	Inner Core	1.9%	0.9%	1.3%	$29,195,267	4.4%	$955,021	0.1%	$30,150,288	1.3%	$955,021	$30,150,288	$36,125,793	0.06%	1.35%	1.35%
Watertown	Inner Core	Inner Core	1.1%	1.0%	0.6%	$228,939	0.0%	$2,160,000	0.1%	$2,388,939	0.1%	$2,160,000	$2,388,939	$24,747,368	0.14%	0.11%	0.11%
Medford	Inner Core	Inner Core	1.8%	1.1%	1.5%	$5,509,294	0.8%	$24,902,223	1.6%	$30,411,517	1.4%	$24,902,223	$30,411,517	$47,361,692	1.59%	1.36%	1.36%
Revere	Inner Core	Inner Core	1.9%	0.5%	1.3%	$875,867	0.1%	$75,691,671	4.8%	$76,567,538	3.4%	$75,691,671	$76,567,538	$875,867	4.82%	3.42%	3.42%
Woburn	NSPC	Regional Urban Center	1.2%	2.1%	1.5%	$12,773,511	1.9%	$2,282,175	0.1%	$15,055,686	0.7%	$2,282,175	$15,055,686	$42,850,437	0.15%	0.67%	0.67%
Everett	Inner Core	Inner Core	1.5%	0.8%	0.6%	$12,539,448	1.9%	$5,059,530	0.3%	$17,598,978	0.8%	$5,059,530	$17,598,978	$41,786,646	0.32%	0.79%	0.79%
Braintree	SSC	Maturing Suburb	1.2%	1.3%	1.4%	$0	0.0%	$52,311,757	3.3%	$52,311,757	2.3%	$52,311,757	$52,311,757	$0	3.33%	2.34%	2.34%
Randolph	TRIC	Maturing Suburb	1.0%	0.4%	1.0%	$0	0.0%	$7,194,377	0.5%	$7,194,377	0.3%	$7,194,377	$7,194,377	$2,000,000	0.46%	0.32%	0.32%
Quincy	Inner Core	Regional Urban Center	3.0%	2.4%	2.1%	$1,885,353	0.3%	$3,221,140	0.2%	$5,106,493	0.2%	$3,221,140	$5,106,493	$11,513,193	0.21%	0.23%	0.23%
Canton	TRIC	Maturing Suburb	0.7%	1.1%	1.1%	$0	0.0%	$16,609,548	1.1%	$16,609,548	0.7%	$16,609,548	$16,609,548	$2,386,278	1.06%	0.74%	0.74%
Newton	Inner Core	Inner Core	2.6%	2.6%	2.6%	$0	0.0%	$31,179,309	2.0%	$31,179,309	1.4%	$31,179,309	$31,179,309	$18,576,963	1.99%	1.39%	1.39%

MPO Municipality	Subregion	Community Type	Percent Population	Percent Employment	Percent Federal Aid Roadway Miles (2016)	Regionally Prioritized Target Funding (FFYs 2025–29)	Percent Regionally Prioritized Target Funding	State Prioritized Funding	Percent State Prioritized Funding	Total Funding (Regionally Prioritized and State Prioritized)	Percent Total Funding (Regionally Prioritized and State Prioritized)	FFYs 2011–29 (Target)	FFYs 2011–29 (State)	FFYs 2011–29 (All)	Percent 2011–29 Target	Percent 2011–29 State	Percent 2011–29 All
Belmont	Inner Core	Inner Core	0.8%	0.4%	0.6%	$20,499,750	3.1%	$0	0.0%	$20,499,750	0.9%	$0	$20,499,750	$35,999,864	0.00%	0.92%	0.92%
Lexington	MAGIC	Maturing Suburb	1.0%	1.1%	1.9%	$1,650,000	0.2%	$14,019,980	0.9%	$15,669,980	0.7%	$14,019,980	$15,669,980	$6,850,000	0.89%	0.70%	0.70%
Weston	MetroWest	Maturing Suburb	0.4%	0.3%	1.3%	$23,237,516	3.5%	$0	0.0%	$23,237,516	1.0%	$0	$23,237,516	$23,237,516	0.00%	1.04%	1.04%
Reading	NSPC	Maturing Suburb	0.8%	0.4%	0.8%	$6,000,000	0.9%	$26,089,557	1.7%	$32,089,557	1.4%	$26,089,557	$32,089,557	$16,093,721	1.66%	1.43%	1.43%
Stoneham	NSPC	Maturing Suburb	0.7%	0.3%	0.8%	$205,189	0.0%	$6,658,780	0.4%	$6,863,969	0.3%	$6,658,780	$6,863,969	$2,345,081	0.42%	0.31%	0.31%
Waltham	Inner Core	Inner Core	1.9%	3.2%	1.6%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Burlington	NSPC	Maturing Suburb	0.8%	2.4%	1.3%	$0	0.0%	$13,834,451	0.9%	$13,834,451	0.6%	$13,834,451	$13,834,451	$14,563,174	0.88%	0.62%	0.62%
Hingham	SSC	Maturing Suburb	0.7%	0.8%	1.3%	$28,738,432	4.3%	$0	0.0%	$28,738,432	1.3%	$0	$28,738,432	$37,708,939	0.00%	1.28%	1.28%
Wrentham	SWAP	Developing Suburb	0.4%	0.3%	1.0%	$697,500	0.1%	$0	0.0%	$697,500	0.0%	$0	$697,500	$697,500	0.00%	0.03%	0.03%
Boxborough	MAGIC	Developing Suburb	0.2%	0.2%	0.4%	$101,660	0.0%	$0	0.0%	$101,660	0.0%	$0	$101,660	$101,660	0.00%	0.00%	0.00%
Bellingham	SWAP	Developing Suburb	0.5%	0.3%	0.9%	$8,340,000	1.2%	$13,721,814	0.9%	$22,061,814	1.0%	$13,721,814	$22,061,814	$15,054,278	0.87%	0.99%	0.99%
Cohasset	SSC	Developing Suburb	0.2%	0.1%	0.5%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Milford	SWAP	Regional Urban Center	0.9%	0.9%	1.2%	$13,548,565	2.0%	$3,744,000	0.2%	$17,292,565	0.8%	$3,744,000	$17,292,565	$20,016,509	0.24%	0.77%	0.77%
Dedham	TRIC	Maturing Suburb	0.8%	0.8%	1.1%	$0	0.0%	$25,097,925	1.6%	$25,097,925	1.1%	$25,097,925	$25,097,925	$16,090,272	1.60%	1.12%	1.12%
Weymouth	SSC	Maturing Suburb	1.7%	1.0%	1.5%	$0	0.0%	$7,275,077	0.5%	$7,275,077	0.3%	$7,275,077	$7,275,077	$25,040,879	0.46%	0.32%	0.32%
Swampscott	NSTF	Maturing Suburb	0.5%	0.2%	0.3%	$8,624,000	1.3%	$0	0.0%	$8,624,000	0.4%	$0	$8,624,000	$8,624,000	0.00%	0.39%	0.39%
Middleton	NSTF	Developing Suburb	0.3%	0.2%	0.5%	$0	0.0%	$6,487,646	0.4%	$6,487,646	0.3%	$6,487,646	$6,487,646	$0	0.41%	0.29%	0.29%
Danvers	NSTF	Maturing Suburb	0.8%	1.3%	1.5%	$0	0.0%	$13,292,606	0.8%	$13,292,606	0.6%	$13,292,606	$13,292,606	$8,836,648	0.85%	0.59%	0.59%
Winchester	NSPC	Maturing Suburb	0.7%	0.4%	0.6%	$0	0.0%	$1,786,779	0.1%	$1,786,779	0.1%	$1,786,779	$1,786,779	$1,809,703	0.11%	0.08%	0.08%
Ipswich	NSTF	Developing Suburb	0.4%	0.3%	0.7%	$14,728,698	2.2%	$1,693,293	0.1%	$16,421,991	0.7%	$1,693,293	$16,421,991	$15,804,933	0.11%	0.73%	0.73%
Foxborough	TRIC	Developing Suburb	0.6%	0.6%	1.3%	$0	0.0%	$20,231,680	1.3%	$20,231,680	0.9%	$20,231,680	$20,231,680	$0	1.29%	0.90%	0.90%
Acton	MAGIC	Maturing Suburb	0.7%	0.5%	1.1%	$0	0.0%	$11,266,036	0.7%	$11,266,036	0.5%	$11,266,036	$11,266,036	$15,862,768	0.72%	0.50%	0.50%
Winthrop	Inner Core	Inner Core	0.6%	0.1%	0.3%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$6,617,959	0.00%	0.00%	0.00%

MPO Municipality	Subregion	Community Type	Percent Population	Percent Employment	Percent Federal Aid Roadway Miles (2016)	Regionally Prioritized Target Funding (FFYs 2025–29)	Percent Regionally Prioritized Target Funding	State Prioritized Funding	Percent State Prioritized Funding	Total Funding (Regionally Prioritized and State Prioritized)	Percent Total Funding (Regionally Prioritized and State Prioritized)	FFYs 2011–29 (Target)	FFYs 2011–29 (State)	FFYs 2011–29 (All)	Percent 2011–29 Target	Percent 2011–29 State	Percent 2011–29 All
Littleton	MAGIC	Developing Suburb	0.3%	0.4%	1.0%	$101,660	0.0%	$15,078,675	1.0%	$15,180,335	0.7%	$15,078,675	$15,180,335	$1,944,188	0.96%	0.68%	0.68%
Lynnfield	NSPC	Maturing Suburb	0.4%	0.3%	0.6%	$0	0.0%	$11,514,688	0.7%	$11,514,688	0.5%	$11,514,688	$11,514,688	$0	0.73%	0.51%	0.51%
Wakefield	NSPC	Maturing Suburb	0.8%	0.7%	0.9%	$18,435,976	2.8%	$13,632,192	0.9%	$32,068,168	1.4%	$13,632,192	$32,068,168	$18,435,976	0.87%	1.43%	1.43%
Ashland	MetroWest	Maturing Suburb	0.6%	0.2%	0.5%	$1,316,340	0.2%	$4,620,483	0.3%	$5,936,823	0.3%	$4,620,483	$5,936,823	$20,905,894	0.29%	0.27%	0.27%
Nahant	Inner Core	Maturing Suburb	0.1%	0.0%	0.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Malden	Inner Core	Inner Core	2.0%	0.7%	1.0%	$4,939,377	0.7%	$4,181,800	0.3%	$9,121,177	0.4%	$4,181,800	$9,121,177	$7,236,920	0.27%	0.41%	0.41%
Stow	MAGIC	Developing Suburb	0.2%	0.1%	0.6%	$101,660	0.0%	$0	0.0%	$101,660	0.0%	$0	$101,660	$101,660	0.00%	0.00%	0.00%
Topsfield	NSTF	Developing Suburb	0.2%	0.1%	0.6%	$0	0.0%	$3,141,758	0.2%	$3,141,758	0.1%	$3,141,758	$3,141,758	$0	0.20%	0.14%	0.14%
Hudson	MAGIC	Developing Suburb	0.6%	0.5%	0.7%	$79,744	0.0%	$0	0.0%	$79,744	0.0%	$0	$79,744	$11,194,224	0.00%	0.00%	0.00%
Marlborough	MetroWest	Regional Urban Center	1.2%	1.6%	2.0%	$1,294,744	0.2%	$2,160,000	0.1%	$3,454,744	0.2%	$2,160,000	$3,454,744	$6,908,380	0.14%	0.15%	0.15%
Medway	SWAP	Developing Suburb	0.4%	0.2%	0.6%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$12,062,567	0.00%	0.00%	0.00%
Sudbury	MAGIC	Maturing Suburb	0.6%	0.3%	1.0%	$4,049,850	0.6%	$783,273	0.0%	$4,833,123	0.2%	$783,273	$4,833,123	$15,669,937	0.05%	0.22%	0.22%
Wayland	MetroWest	Maturing Suburb	0.4%	0.2%	0.7%	$0	0.0%	$3,133,090	0.2%	$3,133,090	0.1%	$3,133,090	$3,133,090	$0	0.20%	0.14%	0.14%
Hamilton	NSTF	Developing Suburb	0.2%	0.1%	0.4%	$0	0.0%	$1,693,293	0.1%	$1,693,293	0.1%	$1,693,293	$1,693,293	$0	0.11%	0.08%	0.08%
Maynard	MAGIC	Maturing Suburb	0.3%	0.2%	0.3%	$0	0.0%	$6,036,680	0.4%	$6,036,680	0.3%	$6,036,680	$6,036,680	$0	0.38%	0.27%	0.27%
Sharon	TRIC	Maturing Suburb	0.6%	0.2%	1.1%	$0	0.0%	$21,847,588	1.4%	$21,847,588	1.0%	$21,847,588	$21,847,588	$42,000	1.39%	0.98%	0.98%
Arlington	Inner Core	Inner Core	1.4%	0.5%	0.8%	$3,111,128	0.5%	$0	0.0%	$3,111,128	0.1%	$0	$3,111,128	$8,350,180	0.00%	0.14%	0.14%
Scituate	SSC	Maturing Suburb	0.6%	0.2%	1.0%	$22,800	0.0%	$0	0.0%	$22,800	0.0%	$0	$22,800	$22,800	0.00%	0.00%	0.00%
Westwood	TRIC	Maturing Suburb	0.5%	0.6%	0.7%	$22,854,847	3.4%	$9,966,667	0.6%	$32,821,514	1.5%	$9,966,667	$32,821,514	$34,630,264	0.63%	1.47%	1.47%
Bedford	MAGIC	Maturing Suburb	0.4%	0.9%	0.8%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$24,507,736	0.00%	0.00%	0.00%
Bolton	MAGIC	Developing Suburb	0.2%	0.1%	0.7%	$101,660	0.0%	$0	0.0%	$101,660	0.0%	$0	$101,660	$101,660	0.00%	0.00%	0.00%
Carlisle	MAGIC	Developing Suburb	0.2%	0.0%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Concord	MAGIC	Maturing Suburb	0.6%	0.6%	1.1%	$0	0.0%	$2,026,960	0.1%	$2,026,960	0.1%	$2,026,960	$2,026,960	$22,592,311	0.13%	0.09%	0.09%

MPO Municipality	Subregion	Community Type	Percent Population	Percent Employment	Percent Federal Aid Roadway Miles (2016)	Regionally Prioritized Target Funding (FFYs 2025–29)	Percent Regionally Prioritized Target Funding	State Prioritized Funding	Percent State Prioritized Funding	Total Funding (Regionally Prioritized and State Prioritized)	Percent Total Funding (Regionally Prioritized and State Prioritized)	FFYs 2011–29 (Target)	FFYs 2011–29 (State)	FFYs 2011–29 (All)	Percent 2011–29 Target	Percent 2011–29 State	Percent 2011–29 All
Dover	SWAP	Developing Suburb	0.2%	0.0%	0.5%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Essex	NSTF	Developing Suburb	0.1%	0.1%	0.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Franklin	SWAP	Developing Suburb	1.0%	0.8%	1.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Gloucester	NSTF	Regional Urban Center	0.9%	0.5%	1.0%	$1,293,000	0.2%	$85,654,780	5.5%	$86,947,780	3.9%	$85,654,780	$86,947,780	$1,293,000	5.46%	3.88%	3.88%
Holbrook	SSC	Maturing Suburb	0.3%	0.1%	0.3%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$3,036,628	0.00%	0.00%	0.00%
Holliston	MetroWest	Developing Suburb	0.4%	0.3%	0.5%	$250,000	0.0%	$1,012,500	0.1%	$1,262,500	0.1%	$1,012,500	$1,262,500	$250,000	0.06%	0.06%	0.06%
Hull	SSC	Maturing Suburb	0.3%	0.1%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$8,223,422	0.00%	0.00%	0.00%
Lincoln	MAGIC	Maturing Suburb	0.2%	0.1%	0.6%	$0	0.0%	$14,251,506	0.9%	$14,251,506	0.6%	$14,251,506	$14,251,506	$22,492,311	0.91%	0.64%	0.64%
Manchester	NSTF	Developing Suburb	0.2%	0.1%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Marblehead	NSTF	Maturing Suburb	0.6%	0.2%	0.5%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$622,284	0.00%	0.00%	0.00%
Marshfield	SSC	Maturing Suburb	0.8%	0.3%	1.0%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$5,682,660	0.00%	0.00%	0.00%
Medfield	TRIC	Maturing Suburb	0.4%	0.2%	0.5%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Melrose	Inner Core	Inner Core	0.9%	0.3%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$4,405,030	0.00%	0.00%	0.00%
Millis	SWAP	Developing Suburb	0.3%	0.1%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Needham	TRIC	Maturing Suburb	1.0%	1.1%	1.2%	$0	0.0%	$3,803,625	0.2%	$3,803,625	0.2%	$3,803,625	$3,803,625	$100,365,195	0.24%	0.17%	0.17%
Norfolk	SWAP	Developing Suburb	0.3%	0.2%	0.5%	$697,500	0.1%	$0	0.0%	$697,500	0.0%	$0	$697,500	$697,500	0.00%	0.03%	0.03%
North Reading	NSPC	Maturing Suburb	0.5%	0.4%	0.6%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Norwell	SSC	Developing Suburb	0.3%	0.5%	0.8%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Rockland	SSC	Developing Suburb	0.5%	0.4%	0.6%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Rockport	NSTF	Developing Suburb	0.2%	0.0%	0.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Saugus	Inner Core	Maturing Suburb	0.9%	0.5%	0.8%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%
Sherborn	SWAP	Developing Suburb	0.1%	0.0%	0.4%	$900,000	0.1%	$0	0.0%	$900,000	0.0%	$0	$900,000	$900,000	0.00%	0.04%	0.04%

MPO Municipality	Subregion	Community Type	Percent Population	Percent Employment	Percent Federal Aid Roadway Miles (2016)	Regionally Prioritized Target Funding (FFYs 2025–29)	Percent Regionally Prioritized Target Funding	State Prioritized Funding	Percent State Prioritized Funding	Total Funding (Regionally Prioritized and State Prioritized)	Percent Total Funding (Regionally Prioritized and State Prioritized)	FFYs 2011–29 (Target)	FFYs 2011–29 (State)	FFYs 2011–29 (All)	Percent 2011–29 Target	Percent 2011–29 State	Percent 2011–29 All
Southborough	MetroWest	Maturing Suburb	0.3%	0.4%	1.2%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$7,294,520	0.00%	0.00%	0.00%
Walpole	TRIC	Developing Suburb	0.8%	0.5%	1.2%	$155,000	0.0%	$0	0.0%	$155,000	0.0%	$0	$155,000	$25,808,571	0.00%	0.01%	0.01%
Wellesley	MetroWest	Maturing Suburb	0.9%	0.9%	0.9%	$0	0.0%	$4,332,177	0.3%	$4,332,177	0.2%	$4,332,177	$4,332,177	$73,350,868	0.28%	0.19%	0.19%
Wenham	NSTF	Developing Suburb	0.1%	0.1%	0.4%	$0	0.0%	$0	0.0%	$0	0.0%	$0	$0	$0	0.00%	0.00%	0.00%

Appendix E

Regulatory and Policy Framework

REGULATORY FRAMEWORK

The Boston Region MPO is charged with executing its planning activities in line with federal and state regulatory guidance. Maintaining compliance with these regulations allows the MPO to directly support the work of these critical partners and ensures its continued role in helping the region move closer to achieving federal, state, and regional transportation goals. This appendix describes the regulations, policies, and guidance taken into consideration by the MPO during development of the certification documents and other core work the MPO will undertake during federal fiscal year (FFY) 2025.

Federal Regulations and Guidance

The MPO's planning processes are guided by provisions in federal transportation authorization bills, which are codified in federal statutes and supported by guidance from federal agencies. The Bipartisan Infrastructure Law (BIL) was signed into law on November 15, 2021 as the nation's five-year surface transportation bill, and covers FFYs 2022–26. This section describes new provisions established in the BIL.

Bipartisan Infrastructure Law: National Goals

The purpose of the national transportation goals, outlined in Title 23, section 150, of the United States Code (23 USC § 150), is to increase the accountability and transparency of the Federal-Aid Highway Program and to improve decision-making through performance-based planning and programming. The national transportation goals include the following:

1. **Safety:** Achieve significant reduction in traffic fatalities and serious injuries on all public roads
2. **Infrastructure condition:** Maintain the highway infrastructure asset system in a state of good repair
3. **Congestion reduction:** Achieve significant reduction in congestion on the National Highway System
4. **System reliability:** Improve efficiency of the surface transportation system
5. **Freight movement and economic vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. **Environmental sustainability:** Enhance performance of the transportation system while protecting and enhancing the natural environment
7. **Reduced project delivery delays:** Reduce project costs, promote jobs and the economy, and expedite movement of people and goods by accelerating project completion by eliminating delays in the project development and delivery process, including by reducing regulatory burdens and improving agencies' work practices

The Boston Region MPO has incorporated these national goals, where practicable, into its vision, goals, and objectives, which provide a framework for the MPO's planning processes. More information about the MPO's vision, goals, and objectives is included in Chapter 1.

Federal Planning Factors

The MPO gives specific consideration to the federal planning factors, described in Title 23, section 134, of the US Code (23 USC § 134), when developing all documents that program federal transportation funds. In accordance with the legislation, studies and strategies undertaken by the MPO shall

1. Support the economic vitality of the metropolitan area, especially by enabling global competition, productivity, and efficiency
2. Increase the safety of the transportation system for all motorized and nonmotorized users
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and nonmotorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

The Boston Region MPO has also incorporated these federal planning factors into its vision, goals, and objectives. Table E-1 shows the relationships between FFY 2024 MPO studies and activities and these federal planning factors.

FAST ACT: PERFORMANCE-BASED PLANNING AND PROGRAMMING

The United States Department of Transportation (USDOT), in consultation with states, MPOs, and other stakeholders, established performance measures relevant to the national goals established in the FAST Act. These performance topic areas include roadway safety, transit system safety, National Highway System (NHS) bridge and pavement condition, transit asset condition, NHS reliability for both passenger and freight travel, traffic congestion, and on-road mobile source emissions. The FAST Act and related federal rulemakings require states, MPOs, and public transportation operators to follow performance-based planning and programming practices—such as setting targets—to ensure that transportation investments support progress towards these goals. See Chapter 3 for more information about how the MPO has and will continue to conduct performance-based planning and programming.

Bipartisan Infrastructure Law (BIL): Planning Emphasis Areas

On December 30, 2021, the Federal Highway Administration and Federal Transit Administration jointly issued updated planning emphasis areas for use in MPOs' transportation planning process, following the enactment of the BIL. Those planning emphasis areas include the following:

1. Tackling the Climate Crisis—Transition to a Clean Energy, Resilient Future: Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas (GHG) reduction goals of 50–52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

2. Equity and Justice40 in Transportation Planning: Ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

3. Complete Streets: Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly for those outside automobiles.

4. Public Involvement: Increase meaningful public involvement in transportation planning by integrating virtual engagement tools into the overall approach while ensuring continued participation by individuals without access to computers and mobile devices.

5. Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination: Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure needs for STRAHNET routes and other public roads that connect to DOD facilities.

6. Federal Land Management Agency (FLMA) Coordination: Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

7. Planning and Environment Linkages: Use a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and use the information, analysis, and products developed during planning to inform the environmental review process.

8. Data in Transportation Planning: Incorporate data sharing considerations into the transportation planning process.

1990 Clean Air Act Amendments

The Clean Air Act, most recently amended in 1990, forms the basis of the United States' air pollution control policy. The act identifies air quality standards, and the US Environmental Protection Agency (EPA) designates geographic areas as attainment (in compliance) or nonattainment (not in compliance) areas with respect to these standards. If air quality in a nonattainment area improves such that it meets EPA standards, the EPA may redesignate that area as being a maintenance area for a 20-year period to ensure that the standard is maintained in that area.

The conformity provisions of the Clean Air Act "require that those areas that have poor air quality, or had it in the past, should examine the long-term air quality impacts of their transportation system and ensure its compatibility with the area's clean air goals." Agencies responsible for Clean Air Act requirements for nonattainment and maintenance areas must conduct air quality conformity determinations, which are demonstrations that transportation plans, programs, and projects addressing that area are consistent with a State Implementation Plan (SIP) for attaining air quality standards.

Air quality conformity determinations must be performed for capital improvement projects that receive federal funding and for those that are considered regionally significant, regardless of the funding source. These determinations must show that projects in the MPO's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) will not cause or contribute to any new air quality violations; will not increase the frequency or severity of any existing air quality violations in any area; and will not delay the timely attainment of air quality standards in any area. The policy, criteria, and procedures for demonstrating air quality conformity in the Boston region were established in Title 40, parts 51 and 53, of the Code of Federal Regulations (40. C.F.R. 51, 40 C.F.R. 53).

On April 1, 1996, the EPA classified the cities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville as in attainment for carbon monoxide (CO) emissions. Subsequently, the Commonwealth established a CO maintenance plan through the Massachusetts SIP process to ensure that emission levels did not increase. While the maintenance plan was in effect, past TIPs and LRTPs included an air quality conformity analysis for these communities. As of April 1, 2016,

the 20-year maintenance period for this maintenance area expired and transportation conformity is no longer required for carbon monoxide in these communities. This ruling is documented in a letter from the EPA dated May 12, 2016.

On April 22, 2002, the EPA classified the City of Waltham as being in attainment for CO emissions with an EPA-approved limited-maintenance plan. In areas that have approved limited-maintenance plans, federal actions requiring conformity determinations under the EPA's transportation conformity rule are considered to satisfy the conformity test. The MPO is not required to perform a modeling analysis for a conformity determination for carbon monoxide, but it has been required to provide a status report on the timely implementation of projects and programs that will reduce emissions from transportation sources—so-called transportation control measures—which are included in the Massachusetts SIP. In April 2022, the EPA issued a letter explaining that the carbon monoxide limited maintenance area in Waltham has expired. Therefore, the MPO is no longer required to demonstrate transportation conformity for this area, but the rest of the maintenance plan requirements, however, continue to apply, in accordance with the SIP.

On February 16, 2018, the US Court of Appeals for the DC Circuit issued a decision in South Coast Air Quality Management District v. EPA, which struck down portions of the 2008 Ozone National Ambient Air Quality Standards (NAAQS) SIP Requirements Rule concerning the ozone NAAQS. Those portions of the SIP Requirements Rule included transportation conformity requirements associated with the EPA's revocation of the 1997 ozone NAAQS. Massachusetts was designated as an attainment area in accord with the 2008 ozone NAAQS but as a nonattainment or maintenance area as relates to the 1997 ozone NAAQS. As a result of this court ruling, MPOs in Massachusetts must once again demonstrate conformity for ozone when developing LRTPs and TIPs.

MPOs must also perform conformity determinations if transportation control measures (TCM) are in effect in the region. TCMs are strategies that reduce transportation-related air pollution and fuel use by reducing vehicle-miles traveled and improving roadway operations. The Massachusetts SIP identifies TCMs in the Boston region. SIP-identified TCMs are federally enforceable and projects that address the identified air quality issues must be given first priority when federal transportation dollars are spent. Examples of TCMs that were programmed in previous TIPs include rapid-transit and commuter-rail extension programs (such as the Green Line Extension in Cambridge, Medford, and Somerville, and the Fairmount Line improvements in Boston), parking-freeze programs in Boston and Cambridge, statewide rideshare programs, park-and-ride facilities, residential parking-sticker programs, and the operation of high-occupancy-vehicle (HOV) lanes.

In addition to reporting on the pollutants identified in the 1990 Clean Air Act Amendments, the MPOs in Massachusetts are also required to perform air quality analyses for carbon dioxide as part of the state's Global Warming Solutions Act (GWSA) (see below).

Nondiscrimination Mandates

The Boston Region MPO complies with Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990 (ADA), Executive Order 12898—Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations (EJ EO), and other federal and state nondiscrimination statutes and regulations in all programs and activities it conducts. Per federal and state law, the MPO does not discriminate on the basis of race, color, national origin (including limited-English proficiency), religion, creed, gender, ancestry, ethnicity, disability, age, sex, sexual orientation, gender identity or expression, veteran's status, or background. The MPO strives to provide meaningful opportunities for participation of all persons in the region, including those protected by Title VI, the ADA, the EJ EO, and other nondiscrimination mandates.

The MPO also assesses the likely benefits and adverse effects of transportation projects on equity populations (populations covered by federal regulations, as identified in the MPO's Transportation Equity program) when deciding which projects to fund. This is done through the MPO's project selection criteria. MPO staff also evaluate the projects that are selected for funding, in the aggregate, to determine their overall impacts and whether they improve transportation outcomes for equity populations. The major federal requirements pertaining to nondiscrimination are discussed below.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 requires that no person be excluded from participation in, be denied the benefits of, or be subjected to discrimination on the basis of race, color, or national origin, under any program or activity provided by an agency receiving federal financial assistance. Executive Order 13166—Improving Access to Services for Persons with Limited English Proficiency, dated August 11, 2000, extends Title VI protections to people who, as a result of their nationality, have limited English proficiency. Specifically, it calls for improved access to federally assisted programs and activities, and it requires MPOs to develop and implement a system through which people with limited English proficiency can meaningfully participate in the transportation planning process. This requirement includes the development of a Language Assistance Plan that documents the organization's process for providing meaningful language access to people with limited English proficiency who access their services and programs.

Environmental Justice Executive Order

Executive Order 12898, dated February 11, 1994, requires each federal agency to advance environmental justice by identifying and addressing any disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority and low-income populations.

On April 15, 1997, the USDOT issued its Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations. Among other provisions, this order requires programming and planning activities to

- explicitly consider the effects of transportation decisions on minority and low-income populations;
- provide meaningful opportunities for public involvement by members of minority and low-income populations;
- gather (where relevant, appropriate, and practical) demographic information such as race, color, national origin, and income level of populations affected by transportation decisions; and
- minimize or mitigate any adverse impact on minority or low-income populations.

The 1997 Final Order was updated in 2012 with USDOT Order 5610.2(a), which provided clarification while maintaining the original framework and procedures.

Americans with Disabilities Act

Title III of the ADA "prohibits states, MPOs, and other public entities from discriminating on the basis of disability in the entities' services, programs, or activities," and requires all transportation projects, plans, and programs to be accessible to people with disabilities. Therefore, MPOs must consider the mobility needs of people with disabilities when programming federal funding for studies and capital projects. MPO-sponsored meetings must also be held in accessible venues and be conducted in a manner that provides for accessibility. Also, MPO materials must be made available in accessible formats.

Other Nondiscrimination Mandates

The Age Discrimination Act of 1975 prohibits discrimination on the basis of age in programs or activities that receive federal financial assistance. In addition, the Rehabilitation Act of 1975, and Title 23, section 324, of the US Code (23 USC § 324) prohibit discrimination based on sex.

STATE GUIDANCE AND PRIORITIES

Much of the MPO's work focuses on encouraging mode shift and diminishing GHG emissions through improving transit service, enhancing bicycle and pedestrian networks, and studying emerging transportation technologies. All of this work helps the Boston region contribute to statewide progress towards the priorities discussed in this section.

Beyond Mobility

Beyond Mobility, the Massachusetts 2050 Transportation Plan, is a planning process that will result in a blueprint for guiding transportation decision-making and investments in Massachusetts in a way that advances MassDOT's goals and maximizes the equity and resiliency of the transportation system. MPO staff continue to coordinate with MassDOT staff so that *Destination 2050*, the MPO's Long-Range Transportation Plan, is aligned with the Beyond Mobility plan.

Choices for Stewardship: Recommendations to Meet the Transportation Future

The Commission on the Future of Transportation in the Commonwealth—established by Massachusetts Governor Charlie Baker's Executive Order 579—published Choices for Stewardship in 2019. This report makes 18 recommendations across the following five thematic categories to adapt the transportation system in the Commonwealth to emerging needs:

1. Modernize existing transportation assets to move more people
2. Create a mobility infrastructure to capitalize on emerging transportation technology and behavior trends
3. Reduce transportation-related GHG emissions and improve the climate resiliency of the transportation network
4. Coordinate land use, housing, economic development, and transportation policy
5. Alter current governance structures to better manage emerging and anticipated transportation trends

Beyond Mobility will build upon the Commission report's recommendations. The Boston Region MPO supports these statewide goals by conducting planning work and making investment decisions that complement MassDOT's efforts and reflect the evolving needs of the transportation system in the region.

Massachusetts Strategic Highway Safety Plan

The Massachusetts 2023 Strategic Highway Safety Plan (SHSP) identifies the state's key safety needs and guides investment decisions to achieve significant reductions in highway fatalities and serious injuries on all public roads. The SHSP establishes statewide safety goals and objectives and key safety emphasis areas, and it draws on the strengths of all highway safety partners in the Commonwealth to align and

leverage resources to address the state's safety challenges collectively. The Boston Region MPO considers SHSP goals, emphasis areas, and strategies when developing its plans, programs, and activities.

Massachusetts Transportation Asset Management Plan

The Massachusetts Transportation Asset Management Plan (TAMP) is a risk-based asset management plan for the bridges and pavement that are in the NHS inventory. The plan describes the condition of these assets, identifies assets that are particularly vulnerable following declared emergencies such as extreme weather, and discusses MassDOT's financial plan and risk management strategy for these assets. The Boston Region MPO considers MassDOT TAMP goals, targets, and strategies when developing its plans, programs, and activities. MassDOT's TAMP was most recently updated in 2023.

MassDOT Modal Plans

In 2017, MassDOT finalized the Massachusetts Freight Plan, which defines the short- and long-term vision for the Commonwealth's freight transportation system. In 2018, MassDOT released the related Commonwealth of Massachusetts State Rail Plan, which outlines short- and long-term investment strategies for Massachusetts' freight and passenger rail systems (excluding the commuter rail system). In 2019, MassDOT released the Massachusetts Bicycle Transportation Plan and the Massachusetts Pedestrian Transportation Plan, both of which define roadmaps, initiatives, and action plans to improve bicycle and pedestrian transportation in the Commonwealth. These plans were updated in 2021 to reflect new investments in bicycle and pedestrian projects made by MassDOT since their release. In 2023, MassDOT released the Massachusetts Freight Plan, which identifies short- and long-term improvements and strategies for the state's freight systems. The MPO considers the findings and strategies of MassDOT's modal plans when conducting its planning, including through its Freight Planning Support and Bicycle/Pedestrian Support Activities programs.

Global Warming Solutions Act

The GWSA makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets and implementing policies and initiatives to achieve these targets. In keeping with this law, the Massachusetts Executive Office of Energy and Environmental Affairs (EEA), in consultation with other state agencies and the public, developed the Massachusetts Clean Energy and Climate Plan for 2020. This implementation plan, released on December 29, 2010, and updated in 2022 to reflect new interim targets, establishes the following targets for overall statewide GHG emission reductions:

- 33 percent reduction below statewide 1990 GHG emission levels by 2025
- 50 percent reduction below statewide 1990 GHG emission levels by 2030
- 75 percent reduction below statewide 1990 GHG emission levels by 2040
- 85 percent reduction below statewide 1990 GHG emission levels by 2050

In 2018, EEA published its GWSA 10-year Progress Report and the GHG Inventory estimated that 2018 GHG emissions were 22 percent below the 1990 baseline level.

On June 30, 2022, EEA certified its compliance with the 2020 emissions limit of 25 percent below the 1990 levels, noting that there was an estimated emissions reduction of 31.4 percent below the 1990 level in 2020.

MassDOT fulfills its responsibilities, defined in the Massachusetts Clean Energy and Climate Plan for 2050, through a policy directive that sets three principal objectives:

- To reduce GHG emissions by reducing emissions from construction and operations, using more efficient fleets, implementing travel demand management programs, encouraging eco-driving, and providing mitigation for development projects
- To promote healthy transportation modes by improving pedestrian, bicycle, and public transit infrastructure and operations
- To support smart growth development by making transportation investments that enable denser, smart growth development patterns that can support reduced GHG emissions

In January 2015, the Massachusetts Department of Environmental Protection amended Title 310, section 7.00, of the Code of Massachusetts Regulations (310 CMR 60.05), Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation, which was subsequently amended in August 2017. This regulation places a range of obligations on MassDOT and MPOs to support achievement of the Commonwealth's climate change goals through the programming of transportation funds. For example, MPOs must use GHG impact as a selection criterion when they review projects to be programmed in their TIPs, and they must evaluate and report the GHG emissions impacts of transportation projects in LRTPs and TIPs.

The Commonwealth's 10 MPOs (and three non-metropolitan planning regions) are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs seek to realize these objectives by prioritizing projects in the LRTP and TIP that will help reduce emissions from the transportation sector. The Boston Region MPO uses its TIP project evaluation criteria to score projects based on their GHG emissions impacts, multimodal Complete Streets accommodations, and ability to support smart growth development. Tracking and evaluating GHG emissions by project will enable the MPO to anticipate GHG impacts of planned and programmed projects. See Chapter 3 for more details related to how the MPO conducts GHG monitoring and evaluation.

Healthy Transportation Policy Initiatives

On September 9, 2013, MassDOT passed the Healthy Transportation Policy Directive to formalize its commitment to implementing and maintaining transportation networks that allow for various mode choices. This directive will ensure that all MassDOT projects are designed and implemented in ways that provide all users with access to safe and comfortable walking, bicycling, and transit options. MassDOT's design justification process, which established controlling criteria for bicycle and pedestrian facilities, transit provisions and the length of off- and on-ramps, has helped to operationalize and further the goals of the original Healthy Transportation Policy Directive.

In November 2015, MassDOT released the Separated Bike Lane Planning & Design Guide. This guide represents a step in MassDOT's continuing commitment to Complete Streets, sustainable transportation, and the creation of more safe and convenient transportation options for Massachusetts' residents. This guide may be used by project planners and designers as a resource for considering, evaluating, and designing separated bike lanes as part of a Complete Streets approach.

In the current LRTP, *Destination 2050*, the Boston Region MPO continues to use investment programs—particularly its Complete Streets and Bicycle Network and Pedestrian Connections programs—that support the implementation of Complete Streets projects. In the Unified Planning Work Program, the MPO budgets to support these projects, such as the MPO's Bicycle and Pedestrian Support Activities program, corridor studies undertaken by MPO staff to make conceptual recommendations for Complete Streets treatments, and various discrete studies aimed at improving pedestrian and bicycle accommodations.

Congestion in the Commonwealth 2019

MassDOT developed the Congestion in the Commonwealth 2019 report to identify specific causes of and impacts from traffic congestion on the NHS. The report also made recommendations for reducing congestion, including addressing local and regional bottlenecks, redesigning bus networks within the systems operated by the Massachusetts Bay Transportation Authority (MBTA) and the other regional transit authorities, increasing MBTA capacity, and investigating congestion pricing mechanisms such as managed lanes. These recommendations guide multiple new efforts within MassDOT and the MBTA and are actively considered by the Boston Region MPO when making planning and investment decisions.

REGIONAL GUIDANCE AND PRIORITIES

Focus40, The MBTA's Program for Mass Transportation

On March 18, 2019, MassDOT and the MBTA released Focus40, the MBTA's Program for Mass Transportation, which is the 25-year investment plan that aims to position the MBTA to meet the transit needs of the Greater Boston region through 2040. Complemented by the MBTA's Strategic Plan and other internal and external policy and planning initiatives, Focus40 serves as a comprehensive plan guiding all capital planning initiatives at the MBTA. These initiatives include the Rail Vision plan, which will inform the vision for the future of the MBTA's commuter rail system; the Bus Network Redesign (formerly the Better Bus Project), the plan to re-envision and improve the MBTA's bus network; and other plans. The next update of the Program for Mass Transportation is planned for development in 2024.The Boston Region MPO continues to monitor the status of Focus40 and related MBTA modal plans to inform its decision-making about transit capital investments, which are incorporated into the TIP and LRTP.

MetroCommon 2050

MetroCommon 2050, which was developed by the Metropolitan Area Planning Council (MAPC) and adopted in 2021, is Greater Boston's regional land use and policy plan. MetroCommon 2050 builds upon MAPC's previous plan, MetroFuture (adopted in 2008), and includes an updated set of strategies for achieving sustainable growth and equitable prosperity in the region. The MPO considers MetroCommon 2050's goals, objectives, and strategies in its planning and activities. See Chapter 7 for more information about MetroCommon 2050 development activities.

MetroCommon 2050 is the foundation for land use projections in the MPO's LRTP, *Destination 2050*.

The Boston Region MPO's Congestion Management Process

The purpose of the Congestion Management Process (CMP) is to monitor and analyze the mobility of people using transportation facilities and services, develop strategies for managing congestion based on the results of traffic monitoring, and move those strategies into the implementation stage by providing decision-makers in the region with information and recommendations for improving the transportation system's performance. The CMP monitors roadways, transit, and park-and-ride facilities in the Boston region for safety, congestion, and mobility, and identifies problem locations. See Chapter 3 for more information about the MPO's CMP.

Coordinated Public Transit—Human Services Transportation Plan

Every four years, the Boston Region MPO completes a Coordinated Public Transit-Human Services Transportation Plan (CPT–HST), in coordination with the development of the LRTP. The CPT–HST supports improved coordination of transportation for seniors and people with disabilities in the Boston region by guiding transportation providers in their development of proposals for funding from the Federal Transit Administration's Section 5310 Program (known in Massachusetts as the Community Transit Grant Program). To be eligible for funding, a proposal must meet a need identified in the CPT–HST. The CPT–HST contains information about

- current transportation providers in the Boston region;
- unmet transportation needs for seniors and people with disabilities;
- strategies and actions to meet the unmet needs; and
- priorities for implementing those needs.

The MPO adopted its current CPT–HST in 2023.

MBTA and Regional Transit Authority (RTA) Transit Asset Management Plans

The MBTA and the region's RTAs—the Cape Ann Transportation Authority (CATA) and the MetroWest Regional Transit Authority (MWRTA)—are responsible for producing transit asset management plans that describe their asset inventories and the condition of these assets, strategies, and priorities for improving the state of good repair of these assets. The Boston Region MPO considers goals and priorities established in these plans when developing its plans, programs, and activities.

MBTA and RTA Public Transit Agency Safety Plans

The MBTA, CATA, and MWRTA are required to create and annually update Public Transit Agency Safety Plans that describe their approaches for implementing Safety Management Systems on their transit systems. The Boston Region MPO considers goals, targets, and priorities established in these plans when developing its plans, programs, and activities.

STATE AND REGIONAL COVID-19 ADAPTATIONS

The COVID-19 pandemic has radically shifted the way many people in the Boston region interact with the regional transportation system. The pandemic's effect on everyday life has had short-term impacts on the system and how people travel, but it may also have other lasting effects. Four years on from the beginning of the pandemic, travel patterns have shifted to reflect a hybrid working schedule for many workers. Some changes made in response to the pandemic may become permanent, such as the expansion of bicycle, bus, sidewalk, and plaza networks. As the region recovers from the impacts of the COVID-19 pandemic and the long-term effects become apparent, state and regional partners' guidance and priorities are likely to be adjusted.

Appendix F

Boston Region Metropolitan Planning Organization Membership

VOTING MEMBERS

The Boston Region Metropolitan Planning Organization (MPO) includes both permanent members and municipal members who are elected for three-year terms. Details about the MPO's members are listed below.

The **Massachusetts Department of Transportation (MassDOT)** was established under Chapter 25 (An Act Modernizing the Transportation Systems of the Commonwealth of Massachusetts) of the Acts of 2009. MassDOT has four divisions: Highway, Rail and Transit, Aeronautics, and the Registry of Motor Vehicles. The MassDOT Board of Directors, composed of 11 members appointed by the governor, oversees all four divisions and MassDOT operations and works closely with the Massachusetts Bay Transportation Authority (MBTA) Board of Directors. The MassDOT Board of Directors was expanded to 11 members by the Legislature in 2015, a group of transportation leaders assembled to review structural problems with the MBTA and deliver recommendations for improvements. MassDOT has three seats on the MPO board, including seats for the Highway Division.

The **MassDOT Highway Division** has jurisdiction over the roadways, bridges, and tunnels that were overseen by the former Massachusetts Highway Department and Massachusetts Turnpike Authority. The Highway Division also has jurisdiction over many bridges and parkways that previously were under the authority of the Department of Conservation and Recreation. The Highway Division is responsible for the design, construction, and maintenance of the Commonwealth's state highways and bridges. It is also responsible for overseeing traffic safety and engineering activities for the state highway system. These activities include operating the Highway Operations Control Center to ensure safe road and travel conditions.

The **MBTA**, created in 1964, is a body politic and corporate, and a political subdivision of the Commonwealth. Under the provisions of Chapter 161A of the Massachusetts General Laws, it has the statutory responsibility within its district of operating the public transportation system in the Boston region, preparing the engineering and architectural designs for transit development projects, and constructing and operating transit development projects. The MBTA district comprises 177 communities, including all of the 97 cities and towns of the Boston Region MPO area.

In April 2015, as a result of a plan of action to improve the MBTA, a five-member Fiscal and Management Control Board (FMCB) was created. The FMCB was created to oversee and improve the finances, management, and operations of the MBTA. The FMCB's authorizing statute called for an initial three-year term, with the option for the board to request that the governor approve a single two-year extension. In 2017, the FMCB's initial mandate, which would have expired in June 2018, was extended for two years, through June 30, 2020. In 2020, the FMCB's mandate was extended a second time for an additional period of one year, through June 30, 2021.

Following the expiration of the FMCB's extended mandate, the MBTA Board of Directors was formed as a permanent replacement to provide oversight for the agency. By statute, the board consists of nine members, including the Secretary of Transportation as an ex-officio member. The MBTA Advisory Board appoints one member who has municipal government experience in the MBTA's service area and experience in transportation operations, transportation planning, housing policy, urban planning, or public or private finance. The Governor appoints the remaining seven board members, which include an MBTA rider and member of an environmental justice population, and a person recommended by the President of the American Federation of Labor and Congress of Industrial Organizations.

The **MBTA Advisory Board** was created by the Massachusetts Legislature in 1964 through the same legislation that created the MBTA. The Advisory Board consists of representatives of the 175 cities and towns that compose the MBTA's service area. Cities are represented by either the city manager or mayor, and towns are represented by the chairperson of the board of selectmen. Specific responsibilities of the Advisory Board include reviewing and commenting on the MBTA's long-range plan, the Program for Mass Transportation; proposed fare increases; the annual MBTA Capital Investment Program; the MBTA's documentation of net operating investment per passenger; and the MBTA's operating budget. The MBTA Advisory Board advocates for the transit needs of its member communities and the riding public.

The **Massachusetts Port Authority (Massport)** has the statutory responsibility under Chapter 465 of the Acts of 1956, as amended, for planning, constructing, owning, and operating such transportation and related facilities as may be necessary for developing and improving commerce in Boston and the surrounding metropolitan area. Massport owns and operates Boston Logan International Airport, the Port of Boston's Conley Terminal, Flynn Cruiseport Boston, Hanscom Field, Worcester Regional Airport, and various maritime and waterfront properties, including parks in the Boston neighborhoods of East Boston, South Boston, and Charlestown.

The **Metropolitan Area Planning Council (MAPC)** is the regional planning agency for the Boston region. It is composed of the chief executive officer (or a designee) of each of the cities and towns in the MAPC's planning region, 21 gubernatorial appointees, and 12 ex-officio members. It has statutory responsibility for comprehensive regional planning in its region under Chapter 40B of the Massachusetts General Laws. It is the Boston Metropolitan Clearinghouse under Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Title VI of the Intergovernmental Cooperation Act of 1968. Also, its region has been designated an economic development district under Title IV of the Public Works and Economic Development Act of 1965, as amended. MAPC's responsibilities for comprehensive planning encompass the areas of technical assistance to communities, transportation planning, and development of zoning, land use, demographic, and environmental studies. MAPC activities that are funded with federal metropolitan transportation planning dollars are documented in the Boston Region MPO's Unified Planning Work Program.

The **City of Boston**, six elected cities (currently **Beverly, Everett, Framingham, Newton, Somerville,** and **Burlington**), and six elected towns (currently **Acton, Arlington, Brookline, Hull, Wrentham**, and **Norwood**,) represent the 97 municipalities in the Boston Region MPO area. The City of Boston is a permanent MPO member and has two seats. There is one elected municipal seat for each of the eight MAPC subregions and four seats for at-large elected municipalities (two cities and two towns). The elected at-large municipalities serve staggered three-year terms, as do the eight municipalities representing the MAPC subregions.

The **Regional Transportation Advisory Council**, the MPO's citizen advisory group, provides the opportunity for transportation-related organizations, non-MPO member agencies, and municipal representatives to become actively involved in the decision-making processes of the MPO as it develops plans and prioritizes the implementation of transportation projects in the region. The Advisory Council reviews, comments on, and makes recommendations regarding certification documents. It also serves as a forum for providing information on transportation topics in the region, identifying issues, advocating for ways to address the region's transportation needs, and generating interest among members of the general public in the work of the MPO.

The **Federal Highway Administration (FHWA)** and **Federal Transit Administration (FTA)** participate in the Boston Region MPO in an advisory (nonvoting) capacity, reviewing the Long-Range Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program, and other facets of the MPO's planning process to ensure compliance with federal planning and programming requirements. These two agencies oversee the highway and transit programs, respectively, of the United States Department of Transportation (USDOT) under pertinent legislation and the provisions of the Bipartisan Infrastructure Law (BIL).

ExtraSpace
Storage

Appendix G

Operations and Maintenance Summary

Table G-1
FFYs 2025–29 TIP Operations and Maintenance Summary: MassDOT

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$2,527,973	$1,154,109	$-	$-	$-
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$-	$-	$-	$-	$-
03 - Bridge					
Bridge Maintenance	$38,823,388	$30,607,721	$14,961,883	$1,113,028	$-
Bridge Maintenance - Deck Repairs	$10,003,534	$10,139,124	$7,440,018	$546,417	$-
Bridge Maintenance - Joints	$1,622,979	$1,888,486	$1,573,739	$-	$-
Bridge Preservation	$12,420,609	$10,425,512	$5,129,556	$692,413	$-
Bridge Replacement	$-	$598,754	$1,796,261	$299,377	$-
Drawbridge Maintenance	$8,369,008	$6,317,237	$2,625,000	$515,007	$-
Painting - Structural	$839,566	$835,547	$1,260,216	$210,036	$-
Structures Maintenance	$(43,962)	$-	$-	$-	$-
04 - Capacity					
Highway Relocation	$-	$-	$-	$-	$-
Hwy Reconstr - Added Capacity	$-	$-	$-	$-	$-
Hwy Reconstr - Major Widening	$-	$-	$-	$-	$-
05 - Facilities					
Vertical Construction (Ch 149)	$17,976,879	$4,651,566	$1,609,386	$206,609	$-
07 - Intersection Improvements					
Traffic Signals	$3,682,661	$2,380,658	$2,014,210	$102,122	$-
08 - Interstate Pavement					
Resurfacing Interstate	$-	$-	$-	$-	$-
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$-	$-	$-	$-	$-
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$5,369,210	$-	$-	$-	$-
Resurfacing	$26,463,372	$15,822,396	$7,243,191	$-	$-
Resurfacing DOT Owned Non-Interstate	$10,246,699	$2,669,150	$4,321,796	$1,786,791	$-
11 - Roadway Improvements					
Asbestos Removal	$-	$-	$-	$-	$-
Catch Basin Cleaning	$2,639,496	$1,152,484	$241,154	$-	$-
Contract Highway Maintenance	$14,260,788	$14,433,780	$7,827,224	$942,840	$-
Crack Sealing	$1,120,385	$874,404	$845,600	$51,969	$-

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Culvert Maintenance	$-	$-	$-	$-	$-
Culvert Reconstruction/Rehab	$-	$-	$-	$-	$-
Drainage	$9,006,753	$10,552,249	$2,223,511	$-	$-
Guard Rail & Fencing	$8,074,789	$5,566,800	$3,198,449	$246,000	$-
Highway Sweeping	$1,285,981	$1,038,047	$283,520	$-	$-
Landscaping	$661,954	$997,891	$844,696	$-	$-
Mowing and Spraying	$3,921,935	$1,744,547	$1,258,591	$187,826	$-
Sewer and Water	$357,394	$-	$-	$-	$-
Tree Trimming	$4,155,926	$4,285,897	$2,775,495	$572,870	$-
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$3,999,753	$50,053	$30,590	$-	$-
13 - Safety Improvements					
Electrical	$-	$-	$-	$-	$-
Impact Attenuators	$1,243,385	$730,625	$579,195	$48,696	$-
Lighting	$4,327,624	$3,549,482	$1,974,433	$78,087	$-
Pavement Marking	$5,034,163	$2,880,555	$1,164,804	$-	$-
Safety Improvements	$-	$-	$-	$-	$-
Sign Installation/Upgrading	$1,904,647	$749,713	$533,787	$65,026	$-
Structural Signing	$467,090	$98,000	$-	$-	$-
Section I Total:	$200,763,979	$136,194,787	$73,756,305	$7,665,114	$-
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$75,000,000	$95,000,000	$95,000,000	$95,000,000	$95,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$36,200,000	$37,290,000	$38,410,000	$39,570,000	$40,760,000
Section II Total:	$111,200,000	$132,290,000	$133,410,000	$134,570,000	$135,760,000
Grand Total NFA:	**$311,963,979**	**$268,484,787**	**$207,166,305**	**$142,235,114**	**$135,760,000**
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$-	$-	$-	$-	$-
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$-	$-	$-	$-	$-
03 - Bridge					
Bridge Maintenance	$-	$-	$-	$-	$-
Bridge Maintenance - Deck Repairs	$-	$-	$-	$-	$-
Bridge Maintenance - Joints	$-	$-	$-	$-	$-

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Bridge Preservation	$1,603,769	$820,406	$-	$-	$-
Bridge Reconstruction/Rehab	$-	$-	$-	$-	$-
Drawbridge Maintenance	$-	$-	$-	$-	$-
Painting - Structural	$1,205,265	$596,970	$-	$-	$-
Structures Maintenance	$1,086,368	$-	$-	$-	$-
04 - Capacity					
Hwy Reconstr - Added Capacity	$-	$-	$-	$-	$-
05 - Facilities					
Vertical Construction (Ch 149)	$-	$-	$-	$-	$-
07 - Intersection Improvements					
Traffic Signals	$-	$-	$-	$-	$-
08 - Interstate Pavement					
Resurfacing Interstate	$-	$-	$-	$-	$-
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$-	$-	$-	$-	$-
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$-	$-	$-	$-	$-
Resurfacing	$-	$-	$-	$-	$-
Resurfacing DOT Owned Non-Interstate	$-	$-	$-	$-	$-
11 - Roadway Improvements					
Asbestos Removal	$-	$-	$-	$-	$-
Catch Basin Cleaning	$-	$-	$-	$-	$-
Contract Highway Maintenance	$-	$-	$-	$-	$-
Crack Sealing	$-	$-	$-	$-	$-
Culvert Maintenance	$-	$-	$-	$-	$-
Culvert Reconstruction/Rehab	$-	$-	$-	$-	$-
Drainage	$-	$-	$-	$-	$-
Guard Rail & Fencing	$-	$-	$-	$-	$-
Highway Sweeping	$-	$-	$-	$-	$-
Landscaping	$-	$-	$-	$-	$-
Mowing and Spraying	$-	$-	$-	$-	$-
Sewer and Water	$-	$-	$-	$-	$-
Tree Trimming	$-	$-	$-	$-	$-
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$-	$-	$-	$-	$-
13 - Safety Improvements					
Electrical	$-	$-	$-	$-	$-
Impact Attenuators	$-	$-	$-	$-	$-

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Lighting	$932,873	$467,165	$-	$-	$-
Pavement Marking	$-	$-	$-	$-	$-
Safety Improvements	$-	$-	$-	$-	$-
Sign Installation/Upgrading	$-	$-	$-	$-	$-
Structural Signing	$54,025	$-	$-	$-	$-
Section I Total:	$4,882,300	$1,884,541	$-	$-	$-
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.					
Grand Total Federal Aid:	**$4,882,300**	**$1,884,541**	**$-**	**$-**	**$-**
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$2,527,973	$1,154,109	$-	$-	$-
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$-	$-	$-	$-	$-
03 - Bridge					
Bridge Maintenance	$36,832,755	$27,374,727	$11,202,912	$927,820	$-
Bridge Maintenance - Deck Repairs	$10,003,534	$10,139,124	$7,440,018	$546,417	$-
Bridge Maintenance - Joints	$1,622,979	$1,888,486	$1,573,739	$-	$-
Bridge Preservation	$3,461,504	$1,774,656	$-	$-	$-
Bridge Replacement	$-	$-	$-	$-	$-
Drawbridge Maintenance	$8,369,008	$6,317,237	$2,625,000	$515,007	$-
Painting - Structural	$741,316	$415,475	$-	$-	$-
Structures Maintenance	$(43,962)	$-	$-	$-	$-
04 - Capacity					
Highway Relocation	$-	$-	$-	$-	$-
Hwy Reconstr - Added Capacity	$-	$-	$-	$-	$-
Hwy Reconstr - Major Widening	$-	$-	$-	$-	$-
05 - Facilities					
Vertical Construction (Ch 149)	$8,934,384	$2,709,748	$1,439,204	$206,609	$-
07 - Intersection Improvements					
Traffic Signals	$3,682,661	$2,380,658	$2,014,210	$102,122	$-
08 - Interstate Pavement					
Resurfacing Interstate	$-	$-	$-	$-	$-
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$-	$-	$-	$-	$-

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$5,369,210	$-	$-	$-	$-
Resurfacing	$26,463,372	$15,822,396	$7,243,191	$-	$-
Resurfacing DOT Owned Non-Interstate	$10,246,699	$2,669,150	$4,321,796	$1,786,791	$-
11 - Roadway Improvements					
Asbestos Removal	$-	$-	$-	$-	$-
Catch Basin Cleaning	$2,639,496	$1,152,484	$241,154	$-	$-
Contract Highway Maintenance	$13,780,927	$14,433,780	$7,827,224	$942,840	$-
Crack Sealing	$1,120,385	$874,404	$845,600	$51,969	$-
Culvert Maintenance	$-	$-	$-	$-	$-
Culvert Reconstruction/Rehab	$-	$-	$-	$-	$-
Drainage	$8,915,161	$10,552,249	$2,223,511	$-	$-
Dredging	$-	$-	$-	$-	$-
Guard Rail & Fencing	$8,074,789	$5,566,800	$3,198,449	$246,000	$-
Highway Sweeping	$1,285,981	$1,038,047	$283,520	$-	$-
Landscaping	$661,954	$997,891	$844,696	$-	$-
Mowing and Spraying	$3,718,863	$1,739,747	$1,258,591	$187,826	$-
Sewer and Water	$357,394	$-	$-	$-	$-
Tree Trimming	$4,155,926	$4,285,897	$2,775,495	$572,870	$-
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	$-	$-	$-	$-	$-
Hwy Reconstr - Restr and Rehab	$3,999,753	$50,053	$30,590	$-	$-
Roadway - Reconstr - Sidewalks and Curbing	$-	$-	$-	$-	$-
13 - Safety Improvements					
Electrical	$-	$-	$-	$-	$-
Impact Attenuators	$1,243,385	$730,625	$579,195	$48,696	$-
Lighting	$4,327,624	$3,549,482	$1,974,433	$78,087	$-
Pavement Marking	$5,034,163	$2,880,555	$1,164,804	$-	$-
Safety Improvements	$-	$-	$-	$-	$-
Sign Installation/Upgrading	$1,673,740	$749,713	$533,787	$65,026	$-
Structural Signing	$467,090	$98,000	$-	$-	$-
Section I Total:	$179,668,063	$121,345,493	$61,641,119	$6,278,079	$-
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$75,000,000	$95,000,000	$95,000,000	$95,000,000	$95,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$36,200,000	$37,290,000	$38,410,000	$39,570,000	$40,760,000

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Section II Total:	$111,200,000	$132,290,000	$133,410,000	$134,570,000	$135,760,000
Grand Total NFA:	**$290,868,063**	**$253,635,493**	**$195,051,119**	**$140,848,079**	**$135,760,000**
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	$-	$-	$-	$-	$-
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	$-	$-	$-	$-	$-
03 - Bridge					
Bridge Maintenance	$-	$-	$-	$-	$-
Bridge Maintenance - Deck Repairs	$-	$-	$-	$-	$-
Bridge Maintenance - Joints	$-	$-	$-	$-	$-
Bridge Preservation	$1,603,769	$820,406	$-	$-	$-
Bridge Reconstruction/Rehab	$-	$-	$-	$-	$-
Drawbridge Maintenance	$-	$-	$-	$-	$-
Painting - Structural	$53,456	$-	$-	$-	$-
Structures Maintenance	$-	$-	$-	$-	$-
04 - Capacity					
Hwy Reconstr - Added Capacity	$-	$-	$-	$-	$-
05 - Facilities					
Vertical Construction (Ch 149)	$-	$-	$-	$-	$-
07 - Intersection Improvements					
Traffic Signals	$-	$-	$-	$-	$-
08 - Interstate Pavement					
Resurfacing Interstate	$-	$-	$-	$-	$-
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	$-	$-	$-	$-	$-
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	$-	$-	$-	$-	$-
Resurfacing	$-	$-	$-	$-	$-
Resurfacing DOT Owned Non-Interstate	$-	$-	$-	$-	$-
11 - Roadway Improvements					
Asbestos Removal	$-	$-	$-	$-	$-
Catch Basin Cleaning	$-	$-	$-	$-	$-
Contract Highway Maintenance	$-	$-	$-	$-	$-
Crack Sealing	$-	$-	$-	$-	$-
Culvert Maintenance	$-	$-	$-	$-	$-

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Culvert Reconstruction/Rehab	$-	$-	$-	$-	$-
Drainage	$-	$-	$-	$-	$-
Guard Rail & Fencing	$-	$-	$-	$-	$-
Highway Sweeping	$-	$-	$-	$-	$-
Landscaping	$-	$-	$-	$-	$-
Mowing and Spraying	$-	$-	$-	$-	$-
Sewer and Water	$-	$-	$-	$-	$-
Tree Trimming	$-	$-	$-	$-	$-
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$-	$-	$-	$-	$-
13 - Safety Improvements					
Electrical	$-	$-	$-	$-	$-
Impact Attenuators	$-	$-	$-	$-	$-
Lighting	$-	$-	$-	$-	$-
Pavement Marking	$-	$-	$-	$-	$-
Safety Improvements	$-	$-	$-	$-	$-
Sign Installation/Upgrading	$-	$-	$-	$-	$-
Structural Signing	$54,025	$-	$-	$-	$-
Section I Total:	$1,711,249	$820,406	$-	$-	$-
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.					
Grand Total Federal Aid:	**$1,711,249**	**$820,406**	**$-**	**$-**	**$-**

Table G-2
FFY 2025–29 MBTA Operations and Maintenance Summary: MBTA

Category	FY25–FY29	FY25 (Budget)	FY26 (Pro Forma)	FY27 (Pro Forma)	FY28 (Pro Forma)	FY29 (Pro Forma)
Operations and Maintenance Revenues ($M)						
Fare Revenue	2,181	403	421	441	456	459
Non-Fare Revenue	516	103	100	103	105	106
Sales Tax and Local Assessments	8,730	1,658	1,700	1,745	1,790	1,837
Additional State Assistance	1,107	359	187	187	187	187
Federal Relief & One-Time Revenue	191	191				
Total Revenue	**12,725**	**2,714**	**2,409**	**2,475**	**2,538**	**2,589**
Operations and Maintenance Costs ($M)						
Wages, Materials, and Services and Contracts	13,124	2,554	2,518	2,596	2,679	2,777
Debt Service	2,989	467	587	619	641	675
Total Costs	**16,114**	**3,021**	**3,105**	**3,215**	**3,320**	**3,452**
Difference Between Revenues and Costs	**(3,389)**	**(307)**	**(696)**	**(740)**	**(782)**	**(863)**

1. Different between revenues and expenses resolved in the near-term through transfers from the MBTA's Deficiency Fund until fully exausted. Additional state assistance displayed as part of total revenue

2. Federal relief & One-Time Revenue includes FEMA reimbursement revenues for COVID-19 expenses

3. Sales Tax: The dedicated revenues from the state sales tax are equal to whichever is greater, the amount of actual sales tax receipts generated from the statewide sales tax dedicated to the MBTA, or a base revenue amount. The annual amount of dedicated sales tax revenues that the MBTA receives is subject to annual upward adjustment to a maximum 3 percent increase based on a comparison of the percentage increase of inflation to the increase in actual sales tax receipts. Legislation enacted in 2014 increased the base revenue amount in SFY 2015 to $970.6 million and increased the dedicated sales tax revenue amount for the MBTA by an additional $160 million annually.

Table G-3
FFYs 2025–29 TIP Operations and Maintenance Summary: MetroWest Regional Transit Authority (MWRTA)

	APPROVED OPERATING BUDGET fye 6 30 2024 (REVISED 10/02/2024)	PROJECTED OPERATING BUDGET fye 6 30 2025	PROJECTED OPERATING BUDGET fye 6 30 2026	PROJECTED OPERATING BUDGET fye 6 30 2027	PROJECTED OPERATING BUDGET fye 6 30 2028	PROJECTED OPERATING BUDGET fye 6 30 2029
Fare &Pass Revenue	300,000	400,000	412,000	424,360	432,847	441,504
ADA /Demand Response Revenue	300,000	400,000	412,000	424,360	432,847	441,504
Interest Income	4,500	36,840	7,945	8,183	8,347	8,514
Fuel Tax Rebate/Other	327,000	327000	336,810	346,914	353,853	360,930
Intermodal Parking Lot Operating Revenue	233,036	274181	282,406	290,878	296,696	302,630
Total Transportation Revenue	**$1,164,536**	**$1,438,021**	**1,451,162**	**1,494,696**	**1,524,590**	**1,555,082**
EXPENSES						
Fixed Route:	4,081,750	5,057,579	5,209,306	5,365,586	5,472,897	5,582,355
Demand Response:	293,298	329,003	338,873	349,039	356,020	363,140
ADA:	2,679,070	2,876,018	2,962,299	3,051,167	3,112,191	3,174,435
Catch Connect (Micro Transit)	1,344,220	1,661,094	1,710,927	1,762,255	1,797,500	1,833,450
Call Center	584,088	621,935	640,593	659,811	673,007	686,467
Fuel	938,042	924,411	952,143	980,708	1,000,322	1,020,328
Insurance	969,968	873,153	899,348	926,328	944,855	963,752
Advertising/Promotion/ Printing	151,830	76,895	79,202	81,578	83,209	84,874
Administrative	1,565,190	1,585,629	1,633,198	1,682,194	1,715,838	1,750,154
Administrators Meetings and Meals Allowance	3,750	3,500	3,605	3,713	3,787	3,863
Interest Expense	379,440	264,189	272,115	280,278	285,884	291,601

	APPROVED OPERATING BUDGET fye 6 30 2024 (REVISED 10/02/2024)	PROJECTED OPERATING BUDGET fye 6 30 2025	PROJECTED OPERATING BUDGET fye 6 30 2026	PROJECTED OPERATING BUDGET fye 6 30 2027	PROJECTED OPERATING BUDGET fye 6 30 2028	PROJECTED OPERATING BUDGET fye 6 30 2029
Operations Center	1,772,321	2,046,072	2,107,454	2,170,678	2,214,091	2,258,373
Professional Services	177,493	211,100	217,433	223,956	228,435	233,004
Intermodal Parking Lot Operating Expense	233,036	274,181	282,406	290,879	296,696	302,630
MGL161B Sec 6 - 3% Local Assesment Reserve	112,908	140,059	142,294	145,851	148,768	151,744
(3% of prior year local assessment)						
Total Expenses	**$15,286,404**	**16,944,818**	**17,451,196**	**17,974,020**	**18,333,501**	**18,700,171**
Less Projected Income						
Transportation Revenue	1,164,536	1,438,021	1,451,162	1,494,696	1,524,590	1,555,082
American Rescue Plan Act (ARPA) Proceeds	23,580	1,334,024	909,733			
* Current Balance in ARP is $5,162,337						
Paydown RAN $2,895,000 9/16/2024						
5307 proceeds			798,950	2,066,431	2,037,696	2,006,593
Travel Training Initiative	80,000	80,000	80,000	80,000	80,000	80,000
Projected Net Cost of Service	**$14,018,288**	**$14,092,773**	**$14,211,351**	**$14,332,893**	**$14,691,215**	**$15,058,495**
State Contract Assistance	9,349,639	9,349,639	9,349,639	9,349,639	9,583,380	9,822,964
Local Assessments	4,668,649	4,743,134	4,861,711	4,983,254	5,107,835	5,235,531
Operating Deficit	**0**	**-**	**(0)**	**(0)**	**0**	**0**

Table G-4
Operations and Maintenance Summary for the Cape Ann Transportation Authority

The numbers below represent actual numbers for the previous year, the current year budget/forecast as approved by the RTA Advisory Board and Projections for the out-years. The figures provided in the below table are estimates and a forecast of projected funds necessary to meet the operating needs of the regional transit authority.

	Previous	Current	Year Two	Year Three	Year Four	Year Five
	2023	2024	2025	2026	2027	2028
Farebox	$139,277	$160,000	$160,000	$191,985	$191,985	$191,985
Section 5307	$1,633,965	$762,895	$781,967	$801,517	$821,554	$842,093
Section 5311	$-	$-	$-	$-	$-	$-
CMAQ/TDM	$-	$-	$-	$-	$-	$-
Fully Funded	$-	$-	$-	$-	$-	$-
MassDOT Discretionary Grant		$554,544	$304,000	$-	$-	$-
Community Transit Grant		$54,925	$65,000	$68,250	$71,663	$75,246
Auxiliary Revenues *	$372,833	$393,424	$403,260	$413,341	$423,675	$434,266
Interest Income	$83,181	$20,000	$21,000	$22,050	$23,153	$24,310
State Contract Assistance **	$1,517,243	$2,223,821	$2,279,417	$2,336,402	$2,394,812	$2,454,682
Local Assessment	$814,792	$856,645	$878,061	$900,013	$922,513	$945,576
Total	**$4,561,291**	**$5,026,254**	**$4,892,705**	**$4,733,557**	**$4,849,354**	**$4,968,159**

Operating Expenses ***	Previous	Current	Year Two	Year Three	Year Four	Year Five
	2022	2023	2024	2025	2026	2027
	$4,561,291	$5,026,254	$4,892,705	$4,733,557	$4,849,354	$4,968,159

* Auxiliary Revenues include contract transportation (HST, Beverly Shuttle, adult day care, etc), rental income, advertising

** Operating Assistance provided by the state

*** Description of Operating Expenses: Salaries and wages; fringe benefit; legal, accounting, and professional services; promotional/marketing; insurance; equipment; non-capitalized maintenace/repair; fuel costs; tire costs; office supplies and equipment; interest expense; management fees; travel and training; an dother miscellaneous expense items